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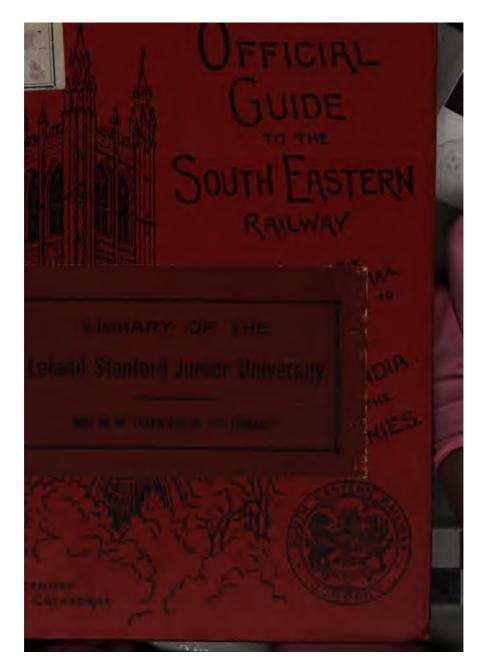
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NATIONAL PROVIDENT INSTITUTION

ESTABLISHED 1835.

THE LARGEST ENGLISH MUTUAL LIFE OFFICE.

Accumulated Fund - £4,300,000. | Annual Income - - £500,000. | Profits Declared - - £4,000,000.

Extract from the Speech of JOHN SCOTT, Esq., J.P., the Chairman at the Annual Meeting, on 28th Feb., 1888.

"I want next to call your attention specially to a class of Assurance that is becoming very popular with us. It is what we call our Class 10, or Endowment-Assurance Policies. I think quite one-half of our new business is of that class. The fact is, it supplies what in a large proportion of cases is actually wanted: it provides the policyholder with life assurance during just that period of life when life assurance is most needed by him; in other words, it provides against premature death; and at the same time, it furnishes facilities for the safe accumulation of some of his annual savings in order to make provision for his own more advanced years; and by combining these two transactions in a way which is only practicable in a life office, it enables a policyholder to obtain the benefit of both at the smallest possible cost. I will give you one or two examples of Endowment Assurance Policies which have recently matured, as they will illustrate the actual working of this class of assurance. For instance, policy 27,231 for £500, granted on a life aged 27, and payable at 50, or previous death. The bonus addition to this policy amounted to £200 5s., so that the total amount paid by the office to the assured was £700 5s. On the other hand, the total amount paid by him in premiums was only £500 10s. Thus the office returned to the assured £200 more than he had paid. Take another example: policy 23,903 for £800, on a life aged 31, payable at the age of 55, or previous death. There the bonus addition amounted to £391, so that while the total amount paid by the assured in premium was £830 16s. 8d., the amount paid to him by the office was £1,191, or £360 more than he had paid. Such examples might be multiplied indefinitely.*

"If you work out these figures you will find that what has happened, in effect, is this: that the member has had his life assured during precisely the time in which it was, probably, most important for him to have it assured, and at the end of that period the office has returned him all the premiums he had paid, accumulated at about 23 per cent. compound interest, which is equivalent to more than 3 per cent. simple interest—not a bad rate of interest to secure in these days, for the investment, year by year, of comparatively small sums, even leaving out of account the value of the life assurance, which the office throws into the bary.

* Members have also the option of applying their profits to premiums on their policies.

The following examples illustrate the results in such cases

Age at	Age at which Sum	Sum
Entry.	Assured is payable.	Assured.
24 26 25	At Death or at 50 55 60	, '



Patronised by H.R.H. the Princess Louise (Marchioness of Lorne), and the Marquis of Lorne, K.G.

THIS CHARMING HOTEL (under new proprietorship and entirely new management since June 24th, 1887) is situated in the most fashionable part of Folkestone, facing the Sea. It contains 150 Rooms, including Reading Room, Drawing Room, Music Room, Billiard Room, Smoking Room, Private Sitting Roomsand Bed Rooms en suite, and handsome Coffee Room. Hot and Cold Baths. Table d'Hôte Dinner daily.



FOR PARIS AND THE CONTINENT.

Those who are Travelling to and from the Continent would do well to break the Journey by making a stay in Dover.

ATTRACTIONS.

This ancient and strongly-fortified town is one of those few seaside places that have not to depend merely upon a "season" for their prosperity. From its situation as the principal port of arrival their prosperity. From its situation as the principal port of arrival being its magnificent eastle, its well-kept promenade, its splendid brach—affording good by its hotels, clubs, baths, and business establishments.

Goldsmith and Jeweller.

H. WOODRUFF,

2, NEW BRIDGE, DOVER

(Projecting Clock close by Sea Front).

A FIRST-CLASS SELECTION OF

Clocks. Watches. Jewellery; Silver and Electro-Plated Goods: Opera Glasses, Spectacles, and Eye-

Glasses. THE ESTABLISHMENT FOR

WEDDING PRESENTS

W. WYLES

J. BELL & CO.).

Bharmacentical Chemist,

NEW BRIDGE, DOVER.

Tablets for Sea-Sickness.

If these are taken in the manner directed, they will allay the feeling of Nausea caused by a sea voyage, and enable passengers, even in rough weather, to travel with ease and comfort.

In Boxes, 1/11 each.

113

The Scotch Tweed House.

Military and Ladies' Tailor, SHIRTMAKER, AND OUTFITTER.

Tailoring ; 17, BENCH STREET; Outpitting 12, BENCH STREET, Department; 12, BENCH STREET, DOVER.

The Queen says:—"Mr. Falconer, of Dover, fits to perfection, and his charges are very moderate."

The Tailor and Cutter says:

"Mr. Falconer is distinguished for his correct artistic taste, and his workmanship is probably not equalled, certainly not sur-passed, by any other firm in England."

High-Class

Portraiture

MHRWIN IMPOLITIME. ART GALLERY

DOVER. [11

ROWLANDS' KALYDOR



Is a delightfully cooling, soothing, and emollient preparation for the face and hands of Ladies travelling, and all exposed to the hot sun and dust. It

REMOVES SUNBURN,

tan, freckles, roughness and redness of the skin, soothes insect stings, irritation, and all other cutaneous affections, renders the skin soft, smooth, and delicate; and produces a beautifully fair and

DELICATE COMPLEXION.

Ladies cannot do without it who value their complexion. Bottles, 4s. 6d. and 8s. 6d.; half-sized bottles, 2s. 3d.

ASK ANYWHERE FOR

123

ROWLANDS' KALYDOR.

Saving of 75 per cent by using

HORSEY'S PATENT STEEL-FASTENED BASS BROOMS & BRUSHES.

The only ones in the world UNAFFECTED BY HOT WATER OR CLIMATE.

Of all ordinary shapes. No veneer backs to split off. No pitch to melt. Each tuft separately secured by stout steel fastener. Stocks do not split in handling.

Used in Gardens, Hothouses, Yards, Breweries, Gas Works, Mills, Chemical Works, Stokeholes, &c.

Every Broom stamped "Horsey's Patent Steel-Fastened, London." SINGLE SAMPLE, FREE BY POST, FOR 30 STAMPS.

HORSEY'S PATENT BROOM COMPANY, COPPERFIELD ROAD, LONDON, E.

PACE & SONS,

2, 4, & 6, QUEEN STREET, RAMSGATE, Wine and Spirit Importers and Bonders

A Large Stock of Vintage and Blended PORTS.
Also of Old Brown and Pale SHERRIES.
CLARETS of the Vintages 1874, '81, '84, '87, from 12s. to 90s. per dozen.

RAMSGATE.

Carriage Paid to any Station in England for quantities of 3 Dozen and upwards.

A Discount of 5
per cent.
given for Cash,
and Special
Terms made
with large Buyers.

Very fine
OLD LANDED BRANDIES.

Special Blends of OLD SCOTCH WHISKIES.

Sole Agents for
The BANAGHER WHISKY.

Agents for

Bass's and Allsopp's Ales,
Guinness's Stout,
Hoare & Co.'s E. I. Stout,
Schweppe's Mineral Waters,
Apollinaris,
Vichy, Hunyadi Janos, &c. [34]

THE

Royal Kotel,

RAMSGATE.

THIS FIRST-CLASS HOTEL for Families and Gentlemen affords every domestic comfort, is situated opposite the Royal Harbour, commands extensive views of the Goodwin Sands, Downs, &c., and is sheltered from the North and East Winds,



BULL & GEORGE

Commercial + and + Family, HIGH STREET, RAMSGATE.

STABLING.

BILLIARDS.

BOARDING TERMS VERY MODERATE.

Special arrangements will be made with Families.

J. J. ROACH, Proprietor.

45,

HIGH STREET

RAMSGATE.

RAMSGATE.

With a wide stretch of silvery sand and a handsome pier, a salubrious climate and excellent facilities for bathing and boating, a wide range of amusements and good accommodation for residence or temporary sojourn, Ramsgate can claim a primary position as a health or holiday resort. It possesses the advantage of a good train service from London, and of frequent communication with Margate and other leading places along the coast, while many pleasant excursions

road.

STOCK BOOMS.

PROPRIETORS:

HAYWARD & LINTOTT.

Headquarters of Cyclists' Touring Club.

118,

HIGH STREET

RAMSGATE.

F. DIXON & CO., Clothiers, Tailors, and Outfitters.

READY-MADE CLOTHES OF EVERY DESCRIPTION FOR MEN, YOUTHS, & BOYS.

SHIRTS, COLLARS, SCARFS, & HOSIERY

By the Best Makers. [

T. WILKINSON.

Flousehold * Furniture

REMOVED

TO AND FROM ALL PARTS.

ESTIMATES FREE.

DEPOSITORY-RAMSGATE.

VANS of every description from 1/6

Agent for SUTTON & CO. (41

The Nate Academy,

ESTABLISHED 1857.

Principal—M. JACKSON, J.P.

A High-class School exclusively for Boarders.

Very successful preparation for the Universities, Public Schools, Professions, Civil Service, and Business.

Great attention given to Classics,

Mathematics, French, German, and English, as well as to Health, Comfort, and Moral Training.

TERMS MODERATE AND INCLUSIVE.

Prospectuses and Honour Lists on application. [6]

ESTABLISHED OVER 50 YEARS.

FISHMONGERS

ICE MERCHANTS.

JOHN FINCH & CO.,

New Fish Market,
QUEEN STREET,
Opposite YORK STREET.

*RAMSGATE.

Country Orders, by post, will receive prompt attention. [63

TELEPHONE No. 1.

W. P. BLACKBURN,

UPHOLSTERER,

Undertaker, + Appraiser,

And HOUSE AGENT.

71 & 73,

KING STREET,

RAMSGATE.

19.02

Victoria Temperance Hotel.

FAMILY AND COMMERCIAL,

HARDRES STREET,

RAMSGATE.

** CENTRAL POSITION.**
HOME COMFORTS.

Strictly . Moderate . Pariff.

Mrs. J. C. WEEKS,

Manageress. [49

RAMSGATE.

Frequent fast Trains from London and all parts of the country.

OADSTAIRS.

Broadstairs may be easily reached from Ramsgate Station.

This charming and health-promoting seaside resort is most pleasantly situated upon the coast of Kent, in the Isle of Thanet, about midway between Ramsgate and Margate, from either of which stations it may be

easily reached from all parts of the South Eastern Railway and its associated systems. There is also a good train service from Victoria, Holborn, and Ludgate Hill.

TRACTIONS.

Beyond the attractions of position, climate, scenery, and surroundings, Broadstairs has many historical and interesting associations. Bleak House, the residence of the late Charles Dickens; Pierremont

House, the home of Her Majesty the Queen's early youth; Kingsgate Castle; and other places of note; are in the neighbourhood. Broadstairs possesses advantages beyond those of Ramsgate or Margate, being free from the noise, bustle, and turmoil of those crowded resorts. Visitors to Broadstairs will find quiet and repose, bold sea views, charming walks, a finely-wooded country, and, in winter, a mild and agreeable climate.

MMODATION. Broadstairs can offer first-class Hotel accommodation in the magnificent building known as

This elegantly upholstered Hotel is situated in Queen's Gardens, on the West Cliff, within its own beautifully laid out grounds, commanding one of the finest views on the South Coast. The grounds contain several Lawn Tennis Courts. The Hotel contains words of 100 Apartments, comprising Bed, Stiting, Drawing, and Dining Rooms, also Private Sitting, Beading, Smoking,



DEAL & WALMER.

Frequent fast trains from London and all parts of the Oountry. Those who are about to select a quiet Health resort would do well to consider the advantages offered by Deal and Walmer.

POSITION. These sister parishes or townships, forming one quiet and select watering-place, are favourably situated upon the coast of Kent, about tion, they possess the advantage of two distinct routes to London, and of excellent communication with the principal places along the coast. Connection with the Continent is made via Dover.

ATTRACTIONS.

Deal and Walmer offer many attractions to their visitors, chief amongst which we should speak of the agreeable climate, the fine beach, the unrivalled roadstead, the extensive shipping, and the excellent pier. Good boating (with every description of craft), bathing, and fishing, may be enjoyed, and tennis and cricket may be industed are given in the St. George's Hall. The celebrated golfng grounds near to Sandwich are within easy reach. In the scason, a band performs daily upon the pier, and a steamer calls at the pier head for Calais and the French coast.

MEDICAL TESTIMONIES.

The leading members of the medical profession have long recommended the climate of Deal and Walmer as being highly beneficial for its health-promoting qualities. The official return of the able to boast of a very satisfactory report, and of one of the lowest rates of mortality.

DEAL AND WALMER AS A HEALTH RESORT.

It is not surprising that the favourable testimony of

the medical faculty has greatly conduced to the celebrity of Deal and Walmer as a health resort. The climate, which is peculiarly equable, having a very small range, is especially suited to the requirements of those of delicate health, and of children. Attention should particularly be drawn to the salibrity of the air in the summer, and to the remarkable absence of severe frost in the winter.

DEAL AND WALMER AS A HOLIDAY RESORT.

With those who enjoy the pleasures of a holiday

by the sea side, without the necessity of falling in with the conventionalities of fashion, Deal and Walmer are much in favour. They offer all the usual attractions of a seaside resort, and of a constant round of pleasurable amusements. Deal and Walmer being most centrally situated, very many short and pleasant excursions may be made to places of historic and general interest. By rail, cheap excursion tickets are issued in the season to all the chief towns in the district, while by road many pleasant waks and drives may be taken, including those to Mongeham, Betteshanger, Northbourne, Eastry, and Sandwich.

DEAL AND WALMER AS A PLACE OF RESIDENCE.

As is usual in most pleasant places, the

architect and the builder have been busy in Deal and Walmer in providing many excellent houses for the accommodation of intending residents. Many of these are charmingly situated, and the whole in their variety afford a wide range of choice. There is an excellent college for boys, togother with some good schools for girls.

CCOMMODATION. The leading hotels are the "Royal," and the "Black Horse, while "Deal House" is a well-patronised and very comfortable high-class boarding establishment.

[7]

DEAL COLLEGE, DEAL.

Principal—J. R. LUSH, F.R.G.S., M.C.P.

DEAL COLLEGE is an old-established well-known and highly successful school. It provides careful mental, moral, and physical training, combined with constant and judicious supervision; and can point to a long row of pupils who have passed with distinction the University Local, the College of Preceptors', the Medical and Legal Preliminary, and other examinations.

The Curriculum

includes the Classics and Modern Languages, Mathematics, Book-keeping, Shorthand, and all Commercial subjects.

The Grounds

comprise an area of 9 acres in extent, one-half of which are used for recreation purposes, whilst an abundant supply of fresh vegetables and pure milk is daily provided from the school farm.

The Pupils

are taught the best and most modern system of Gymnastics by a thoroughly trained and competent military Drill Instructor. They enjoy constant and excellent bathing during the summer months, and there is a Swimming Class for those who are desirous of learning this valuable art.

The Medical Officer's Reports

bear unequivocal testimony to the rare salubrity of the climate, and the almost total absence of zymotic disease.

A Special Department

has been added for little boys. The Terms are moderate, and the references of the highest order.

Full Particulars on application.

76

DEAL HOUSE. DEAL.

FIRST-CLASS FAMILY

BOARDING ESTABLISHMENT,

CLOSE TO THE BATHS AND PIER

Five minutes' from the Station. Omnibus meets all Trains.

The House contains twenty bed-rooms large sea-front dining, smoking, and drawing rooms, and every convenience for the comfort of Visitors. A large separate room for dining, &c., for children and their maids.

DEAL HOUSE

FACES

THE SEA.

-12.3

& SONS.

Unequalled for their fine sea and extensive shipping, for their charmingly - picturesque scenery, affording the most pleasant walks and drives, and notably for the pure and nerverestoring air, are highly recommended as a health resort and place of residence. They possess an excellent train service, and good accommodation for sea trips. In the season a steamer starts daily from the Pier for Calais-the French coast. For the convenience of those who NETHERSOLE

are seeking residences in the district, it may be said that Messrs. West and Usher are well-known

House and Estate Agents.

MR. & MRS. E. WARREN.

Proprietors.

19.94

USHER

LIMITED.

Wine, Spirit, and Ale Merchants.

HIGH STREET, DEHL,

Opposite the Guildhall.

Visitors and Families supplied with Price Lists on application. [85 (FORMERLY KINGSMILL & WEST).

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House & Estate Agents,

LAND SURVEYORS.

Valuers & Accountants. VICTORIA TOWN.

DEAL.

SHEERNESS-ON-SEA.

Cheap and Fast Trains from London.

This rising watering-place is situated on the open sea, at the mouth of the rivers Thames and Medway. It may be reached via Port Victoria, on the Medway. It is only about two miles from the famous Sheppey Cliffs, interesting to students of geology as being the largest exposed section of the London clay.

the London clay.

A TTRACTIONS.

Six miles of brach, and a mile of broad esplanades. Excellent seabathing from the beach, or in a large sca-water swimming both. Pleasure-boats ply from the beach. The dockyard may be visited mission of the military commandant. The neighbourhood is one of the healthing the more mission of the military commandant. The neighbourhood is one of the healthing the mission of the military commandant. The neighbourhood is one of the healthing the mission of the military commandant. The neighbourhood is one of the healthing the military commandant. The neighbourhood is one of the healthing the military commandant. The neighbourhood is one of the healthing the military commandant. The neighbourhood is one of the most ancient, excepting one, in the country. It has some curious monumental relics. The ancient borough of Queenborough is within two miles' distance. The neighbourhood is precisely suited for visitors of moderate means, who wish to enjoy pure sea air. Drives can be taken into the rural parts of Sheppey at very moderate charges. Members of Metropolitan working-men's clubs will find here one of the best club-houses in Kentaffliated to the Club and Institute Union. The town is controlled by a Local Board, and the sanitary arangements are well looked after. A supply of excellent water is haid on to every house.

A GCOMMODATION.

There are Hotels and refreshment houses to suit the requirements of all classes of visitors. School excursions are catered for at the Victoria Hall, which will accommodate parties of 1,000. Lodging-houses will be found near the sea, and apartments and attendance can be secured on terms which meet the requirements of any class of visitors. Newspapers—Sheerness Times and Sheerness Guardian, both published on

Saturdays at one penny.

HIGH STREET, SHEERNESS-ON-SEA, & HIGH STREET, SHEERNESS.

SHRUBSOLE BROTHERS.

Grocers, Wine Merchants, and Beer Bottlers.

Agents for Fremlin's Ale and Hoare's Stout. LOCAL AGENTS FOR W. & A. GILBEY'S WINES AND SPIRITS.

PEOPLE'S CHEE. DINING ROOMS, and Commercial and Temperance Fotel, 6. HIGH STREET. MILE TOWN, SHEERNESS-ON-SEA

EXCELLENT ACCOMMODATION. Parties provided for.

H. & J. WOOD, PROPRIETORS

J. T. MURRAY. Furnishing and General Ironmonger. 84. HIGH ST., MILE TOWN. 32. HIGH STREET, BLUE TOWN. SHEERNESS.

Houses and Furnished Houses to be let for any period, fur-nished with every requisite. Terms moderate.



CHARING CROSS HOTEL,

STRAND, LONDON.

AT THE WEST END TERMINUS OF THE SOUTH EASTERN RAILWAY-

SHORTEST ROUTE TO PARIS AND THE CONTINENT.

The Hotel and Restaurant are both entered from the Station Platform.

This Hotel is in the MOST CENTRAL POSITION OF LONDON, and is in the immediate vicinity of Trafalgar Square, the Houses of Parliament, the Horse Guards, the Government Offices, and the Civil and Military Cibis.

WEDDING BREAKFASTS, PUBLIC DINNERS, &c.

Table d'Hôte from 6 to 8 at separate tables.

BILLIARD, SMOKING, AND LADIES' DRAWING ROOMS.

Upwards of 500 Rooms.

HOT SEA-WATER BATHS. HYDRAULIC LIFT.

THE SEABROOK HOTEL,

HYTHE, NEAR FOLKESTONE,

Is also under the management of the S. E. Railway Company, in conjunction with the Charing Cross Hotel: and combines repose and quietude with all the benefits of the sea a)r. In addition to an extensive Sea Frontage it has upwards of 8 acres of Private Grounds, with Tennis Courts, &c.

BILLIARD, READING, AND SMOKING ROOMS.

Tariff on application to the Manager. [79

MAPL

OF THE

SOUTH EASTERN RAILWAY

AND ITS

BRANCHES.



FREMLIN BROS.,

Pale Ale & Stout Brewers,

MAIDSTONE.

Telephone, No. 493.

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Dane Road, Camberwell, S.E.

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Manchester Street.

CROYDON

Dingwall Road.

EASTBOURNE

Commercial Road & Terminus Road.

HASTINGS

Devonshire Road.

ROCHESTER ... Eastgate.

WOOLWICH ... Bowater Crescent.

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Aldershot Alexandria, Egypt Alfriston Anerley Appledore Ascot -Ashford | Basingstoke Bayswater Beckenham Bexhill Bexley Bexley Heath Blackheath Bognor Bournemouth Bromley Buxted Canterbury Caterham Chichester Crawley Down Dartford Deptford

Dorking Ealing Easthourne East Grinstead Edenbridge Erith Folkestone Godalming Gosport Gravesend Groombridge Guildford Haslemere Havant Hildenborough Horley Horsham Hull Jersey Kensington Kingston-on-[Thames Lee Leek

Leigh Lewes Littlehampton Long Sutton flows Margate Newton-le-Wil-Norwood, South Norwood, Upper Orpington Ostend Paris Peterboro' Portsea Portsmouth Ramsgate Reading

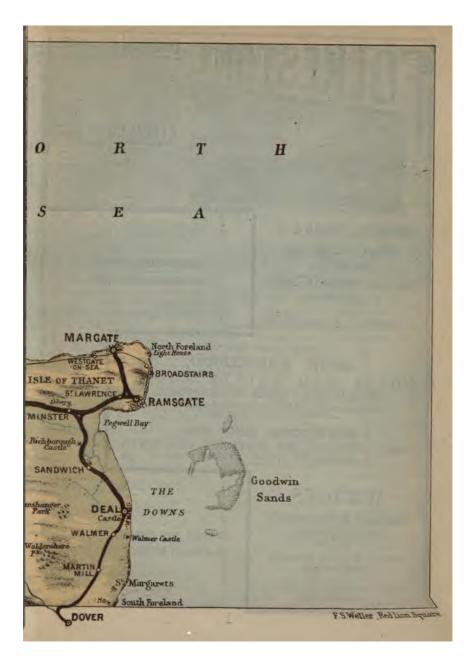
Reigate Rye Scarborough Sevenouks Sheerness Shere

Redhill

Shoreham, Kent Sideup Sittingbourne Southampton Southboro' Southend Suakim, Egypt Surbiton Three Bridges Tunbridge Tunbridge Wells Uckfield Ventnor, L.W. Westerham Wimborne Winchester Windsor Wisheach [Green Wisborough Wokingham Woolston Worth

Worthing

Where Agents are not appointed, applications can be made direct to the Brewery.



KESTONE POSITION.

THE LEE

ableand select health resort

is situated upon the main line of the South Eastern Railway, on the southern coast of Kent. Being within a hundred minutes' journey of London, it is favoured with a good service of trains from all parts, and is a very important place of departure for, and arrival from, the Continent.

tions of Folkestone are the un-paralleled Lees, a fine grass-laid promenade high above sen-level, the extensive beach with its hand-some pier, and the Pavilion and pleasure gardens, with their round of amisements. The climate is saludiorous, and the surrounding seenery is charmingly picturesque.

UNDERWOOD, PENFOLD & CO.,

Mine and Brandy Importers,

53 & 55, SANDGATE ROAD, FOLKESTONE.

LONDON.

PARIS, [36

FOLKESTONE IS MUCH RECOMMENDED AS A FASHIONABLE HEALTH RESORT.

Established 1852.

JOHN SHERWOOD,

HOUSE AND ESTATE AGENT.

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A Monthly Register of Furnished and Unfurnished HOUSES to be LET and SOLD, obtainable on application.

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FAMILY GROCERS AND PROVISION MERCHANTS, 3. SANDGATE ROAD, FOLKESTONE.

WOLTON'S

Magasin de Nouveauté * FOLKESTONE.

Parisian Novelties constantly being received.

FANCY DRAPERY, MILLINERY, AND DRESSMAKING.

THE SCENERY AROUND FOLKESTONE IS CHARMINGLY PICTURESQUE.

FOLKESTONE

FOR RESIDENCE.

Folkestone is peculiarly pleasant as a place of residence. The town has been tastefully laid out, and the houses are well built, of hand-some proportions, and pleasantly situated. The sanitary system and the water-supply, in the hands of an enterprising corporation, are all that could be desired.

FDUCATION.

The healthpromoting properties

mate of Folkestone have greatly conduced to its development as an educational centre. It possesses some excellent schools for both ladies and gentlemen. These are well worthy of the consideration of those parents and guardians who wisely study the physical health of their young people.

Kent College,

this College affords facilities for obtaining a sound education under fully competent Teachers, at moderate charges. FOLKESTONE IS CENTRALLY SITUATED FOR VISITING THE INTERESTING NEIGHBOURHOOD.

The Queen's Hotel,

THE MÉTROPOLE OF FOLKESTONE,

First-Class Family Botel, near the Sea.

Modernly built, containing 120 Spacious Apartments, Luxuriously Furnished.

Five minutes from Shorncliffe Railway Station, and Two minutes from the Harbour. Tariff Moderate.

W. E. ODLUM, Manager. [32

W. G. PILCHER,

Hotels and Messes supplied.

7, SANDGATE ROAD, FOLKESTONE, 145 FOLKESTONE POSSESSES THE ADVANTAGES
OF AN EXCELLENT TRAIN SERVICE.

KESTONE FOR A HOLIDAY

Folkestone is a most pleasant place in which to spend a holiday, its ex-cellent communication with the surrounding towns rendering it an agreeable centre, while a bracing climate, pleasant and varied scenery, good society, and a con-stant round of amusements, with first-class hotel accommodation, conduce to its popularity.

and boat-

and coating be enjoyed, and facilities for cricket, tennis, rinking, &c., may be found in the Radnor Park, or in the grounds of the Pleasure Gardens. In the Pavillon that stands in the latter, high-class concerts and theatrical entertainments are frequently given. frequently given.

THORPE & CO.'S LIBRARY

(In connection with Mudie's). Especial attention is paid to this department, and a good supply of the newest Books and Magazines are always obtain-

List and Terms on application.

FOLKESTONE OFFERS A VARIETY OF ATTRACTIONS AS A HOLIDAY RESORT.

HART'S PRIVATE HOTELS, FOLKESTONE.

BATES HOTEL, | LONGFORD HOTEL,

West Cliff Gardens.

THE oldest-established and most select Family Hotels in Folkestone. Cleanliness, comfort, quietude, good cooking and attendance guaranteed. Terms moderate. Special arrangements for winter months. For tariff and particulars, apply to

G. L. HART, Proprietor and Manager, [19

The Lees.

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PREFACE.

In this mundane sphere of scattered friendships and everwidening commerce, few questions are of more practical interest than the means of rapid and direct communication. And amongst the manifold social and national benefits which during this nineteenth century have been conferred on all classes of our population, none have more signally conduced to their health, wealth, and happiness, than the construction and development of the railway system, that marvellous chain of iron highways now connecting the cities, towns, and villages of the United Kingdom, not only with each other, but with those of all European nations. It is likewise obvious that, immense as is the organisation of the British and Continental traffic-on the aggregate extending over 115,000 miles—its successful working is at certain points absolutely dependent on a few all-important links, such as are supplied by the southern railway corporations of England. Chief among such links we may fairly place the old-established and popular short sea-routes of the "South Eastern" system, which, with its home territory, direct road to Paris, and extensive Continental connections, forms the subject of the following "OFFICIAL GUIDE TO THE SOUTH EASTERN RAILWAY, the Royal Mail Route to Paris, India. and the Colonies." Indeed, the contents of the work being about equally divided between England and Europe, respectively correspond with two other official publications of the same Company, viz., the "Time Tables of the South Eastern Railway and Steam Packets" and the "South Eastern Railway Continental Time Tables."

Fortunately for the public, and especially for residents in the Home Counties, the "South Eastern Railway" is one which by its unique combination of British and Continental attractions can most easily meet the widely-varying tastes of English or American tourists—whether they be in search of pastoral, marine, mountain, forest, river, or lake scenery—or whether they delight in ancient cities with grand cathedrals and other relics of the past. The present aspect of the system is an

admirable evidence of the consistent and progressive policy which, since the completion of the first main line to Dover in 1844, has been pursued by the Directorate, until it now possesses an authorised capital of £27,244,954, the control of 401 miles of permanent way, and during 1888 carried 27,393,365 passengers; while its extensive railway connections at home, and its working union in France with the "Chemin de Fer du Nord," securing well-nigh endless ramifications abroad, will be found duly chronicled in the following pages.

The general outline of the "Official Guide" covers a vast area, and commences with a closely-condensed summary of the London and suburban traffic. The second section describes the express route to Hythe and Sandgate, also to fashionable Folkestone for Boulogne, and to historic Dover for Calais, and Ostend; it then furnishes a brief notice of the favourite routes to Paris, completed by a specially-written pedestrian tour round the French capital; supplies particulars of the express services thence to the principal cities and tourist resorts of Europe, including Bordeaux, Madrid, Lyons, Marseilles, Hyeres, Cannes, Nice, Mentone, Turin, Genoa, Florence, Rome, Naples, Brindisi, Milan, Venice, Geneva, Neuchatel, Lausanne, Munich. Vienna, and Constantinople; and terminates with an account of the Continental services which, via Boulogne, Calais, or Ostend, afford a direct journey to Bale, Berne, Lucerne, and the Italian Lakes by way of the St. Gothard Tunnel; to Brussels, Antwerp, and Cologne; throughout the Rhine District to the Black Forest; and likewise to Nuremberg, Hamburg, Dresden, Berlin, and St. Petersburg. A chapter is next devoted to the expresses serving the ancient city of Canterbury, and running thence to those salubrious watering-places, Ramsgate, Margate, Deal, and Walmer. Another highly important route, viz., the direct road to those famous marine health resorts, St. Leonard's and Hastings, forms a subject for the fourth division. Following this comes a description of the new "North Kent" line to Port Victoria for Sheerness, and also through Strood-for Rochester and Chatham-to Maidstone. Finally, the coast and provincial towns of the "South Eastern" system are shown in their relation to the convenient cross-country services which, via Reading, connect with the

PREFACE. 3

"Great Western Railway," that extends throughout the Midlands, the West of England, and South Wales; and also by express steamers communicates with Ireland and the Channel Islands.

Two main features have been persistently kept in view, viz.—in the first instance, to furnish a careful condensation of reliable and interesting local information connected with the principal towns and watering-places; and secondly, to place in the hands of the travelling public an officially-guaranteed compendium of railway matter, including the normal fares from London, various distances, and notices of such traffic extensions as form a natural supplement to those on purely "South Eastern" territory; together with details of the letter-boxes, postal telegraph offices, bookstalls, and refreshment-rooms supplied on the platforms; also particulars of town conveyances attending the trains, and notices of country omnibus and coach services running to and from the stations. are directed to the provincial and foreign General Post Offices: and mention is made of the English banking houses, the leading hotels, the boarding-houses, and the hydropathic establishments. Visitors will find notices of Episcopalian and Nonconformist places of worship, and their attention is likewise called to any remarkable educational foundations. References to the periodical market and early-closing days will probably be of use to the commercial classes, while the passing traveller or temporary resident will doubtless alike value the lists of provincial newspapers, which are classified in strictly alphabetical order, and furnish the best chronicle of current local events. A copious index of English and Continental railway stations forms a special feature of the work.

Referring to illustrative matter, the "OFFICIAL GUIDE" contains three official maps, respectively depicting the entire system of the "South Eastern Railway," its Suburban District, and its connections with the Continental Railways; two coloured panoramic maps, four route-maps, and eight specially-engraved plans of cities and towns, including those of London, Paris, Tunbridge Wells, Hastings, Folkestone, Dover, Ramsgate, and Margate; also a carefully-drawn ground-plan of Canterbury Cathedral, indicating its principal architectural

periods and the positions of the more noteworthy monuments. The book is likewise embellished with about one hundred

engravings.

Readers of the work will find that in perusing descriptive remarks of the country en route, the traveller is presumed to travel from the north and to sit facing the engine. If on the return journey a seat be taken back to the locomotive, it will be obvious that the relative positions of localities respectively to the right or left, eastward or westward, are equally correct. Stations on the "South Eastern Railway," and the principal stations on its associated systems, will be found either noticed under special paragraphs or printed in small capitals, as "Rye;" while the minor stopping-points on other lines, and places served by coaches or steamers, are usually shown in italics, as "Hawkhurst."

A work which embodies a travelling directory and a chronicle of facts extending over several thousands of miles has necessarily involved many journeys, frequent references to topographical and other publications, and numerous conferences with officers of the "South Eastern Railway" and its associated Amongst those gentlemen officially connected with the Company to whom the editor has been greatly indebted for their courteous co-operation have been the esteemed General Manager, Sir Myles Fenton; and especially would be own the kind assistance received from the Assistant General Manager, Mr. M. D. Tyrwhitt, who has ever been ready to afford the benefit of his valuable railway experience. Acknowledgments should also be made to compilers of several local guide books and other works of a similar character; while the volumes of "Our Own Country" and "Cities of the World" have furnished much interesting information. While every effort has been made to secure absolute accuracy, it will be evident that in traffic arrangements extending over so large an area certain changes of detail may be in transitu even at the time of publication. The publishers will, therefore, be glad at any time to receive corrections or suggestions which may be incorporated with future revised editions, and thus conduce to the trustworthiness of the "Official Guide" as a work of reference.

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CONTINENTAL OFFICES, where Time Books and Information may be obtained on application, will be found in

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ANCONA. BAD. HOMBURG.	COIRE.	MILAN. NAPLES.	SAN REMO.
BALE. BERNE	· GENOA.	ROME.	ZURICH.

And at the Stations of the Northern of France, and of the Paris, Lyons, and Mediterranean Railway Companies; also (for Parcels via Calais and Ostend) at all the Belgian Government Stations, and at the Royal Prussian Post Offices.

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ARE ISSUED AT THE SEASON TICKET OFFICE, CANNON STREET STATION.
All communications to be addressed to the "Secretary, South Eastern Railway,
London Bridge Station."

Application for Tickets should be made either personally at the Season Ticket Office. Cannon Street Station, or on one of the forms which can be obtained at any of the Stations; but the Tickets will be issued only at the Season Ticket Office, between the hours of va.m. and 5 p.m., except on Saturday, when the hours are between va.m. and 2 p.m.

N.B.—FARES and TRAINS.—The ordinary and express fares quoted in the "Official Guide to the South Eastern Railway" are those current at the time of publication, and may be subject to alterations, which will be duly noted in the "Time Tables of the South Eastern Railway and Steam Packets" and the "South Eastern Railway Continental Time Tables." During the Tourist and Excursion Section fares are usually granted between the principal towns on the system, and arrangements are also made for Continental Tours, full particulars being furnished in the annual "Tourists" Programme, "which can be obtained at Charing Cross, Cannon Street, London Bridge, and other important stations. The departures of the "Royal Mail" and other Continental expresses are likewise subject to alterations.

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→ MAP ↔

OF THE

LONDON AND SUBURBAN

IN CONNECTION WITH THE

SOUTH EASTERN RAILWAY.

the engineer of the railway; the Mayor and other municipal representatives of Calais; and some three hundred distinguished guests from all parts of the county, the *Times* of February 7th, 1844, duly chronicling the occurrences of that memorable day.

The communication which was thus supplied between the metropolis and the seaside quickly met with widely-extended appreciation, and many neighbouring corporations, including some that had previously sustained a most vigorous opposition to the railway, became intensely anxious to participate in the increased commercial prosperity which had been associated with its advent. Amongst the earlier additions to the system was a short branch leading to Tunbridge Wells; and in 1852 an extension was projected thence to St. Leonard's and Hastings, which since 1868 has, in conjunction with the Chislehurst and Sevenoaks line, furnished the shortest and most direct express route to the favourite inland sanatorium of Kent, and also to the attractive watering-places of Sussex. A similar advance was made from Ashford by the construction of a coastward line that led through the ancient city of Canterbury towards Ramsgate and Margate, with a subsidiary service to Sandwich and Deal. By this means one of the earliest railways in England-namely, the primitive line from Canterbury to Whitstable—was also brought into connection with London.

Meanwhile the "Greenwich" and "North Kent" lines had provided accommodation for the old or populous towns of Greenwich, Woolwich, Dartford, Gravesend, Strood, Rochester, Chatham, and Maidstone; and quite recently an eastward extension from Gravesend, known as the "Hundred of Hoo Railway," has furnished a road to Port Victoria for Sheerness (frequently honoured by the transit of the "Royal Train.") Westward the system was carried through Dorking, Guildford, and Aldershot, to Farnborough and Reading, where a connection with the "Great Western Railway" supplied a through route to the West of England. South

and Central Wales, Ireland, the Midlands, and the North.

But although each decade has witnessed a considerable increase of the provincial and Continental traffic conducted under the auspices of the "South Eastern Railway," an even greater development has occurred within that area of its territory which is more especially identified with the numerous City, West End, and suburban services that daily emanate from Charing Cross, Cannon Street, and London Bridge. The last quarter of a century, which has been so remarkable for the gravitation of population towards the great manufacturing and commercial centres of the United Kingdom, has likewise been noteworthy for the erection of the many thousand of rural and semi-rural residential villas which are to be found within easy reach of a short railway journey, and furnish healthful

and attractive homes for the busy workers from our great cities. And in this comparatively new phase of our social life, London, as in all else, takes the lead, and the "South Eastern" system absorbs a considerable share in the resulting, ever-growing, and most important passenger traffic. Indeed, few more animated spots in the Metropolis can be visited during the earlier part of the morning, or late in the afternoon, than the approaches and platforms of Cannon Street or Charing Cross, at the time when the numerous local trains are arriving or departing with their loads of season-

ticket holders from Kent and Surrey.

The principal routes of the residential trains are five in number, and some of these are supplemented by auxiliary branches. One of the oldest services is that of the "Greenwich" and "North Kent" lines, which may be described as running in two divisions—the more northerly proceeding via Spa Road, Deptford, Greenwich, Maze Hill, Charlton, Woolwich Dockyard, Woolwich Arsenal, Plumstead, Abbey Wood, Belvedere, and Erith, to Dartford; while the southerly, or "Loop-line," reaches the same destination through New Cross, St. John's, Lee, Eltham, New Eltham, Sidcup, Bexley, and Crayford. A branch, joining this line near St. John's, leads, through Lewisham Junction, to Blackheath and Woolwich. From Dartford, where the two routes coalesce, the journey can be continued. by Greenhithe and Northfleet, to Gravesend, which may be considered as the northern limit of residential traffic. Next in order we shall consider the "Mid-Kent" line, which bears away from Lewisham Junction to Lady Well, Catford Bridge, Lower Sydenham, and New Beckenham, to Beckenham Junction; or, via Elmers End (whence is a branch to Eden Park, West Wickham, and Hayes), to Woodside and Addiscombe Road (Croydon).

The western or old main route proceeds to East Croydon, Purley (the junction of the branch to Kenley, Warlingham, and Caterham), Merstham, and Redhill Junction, where two lines diverge, the eastern section passing through Nutfield, Godstone, Edenbridge, and Penshurst, to Tunbridge Junction; while the western portion provides a road towards Reigate, Betchworth, Box Hill, and Dorking, en route to Guildford, Aldershot, and Reading. At East Croydon an additional branch, diverging southward, reaches Selsdon Road, Sanderstead, Upper Warlingham, Marden Park, and Oxted. Finally, we have the suburban section of the present main line, which, from New Cross and St. John's, runs to Grove Park, the connecting-point for the Plaistow and Bromley trains; and then, via Chislehurst, Orpington, Chelsfield, and Halstead, to Dunton Green, for the Brasted and Westerham branch. Theuce, through Sevenoaks and Hildenborough, the main line reaches Tunbridge Junction, but five miles from Tunbridge Wells, which, having

been brought within an hour's ride from London, has become one of the favourite, as it certainly is one of the most healthful and

beautiful of high-class residential towns.

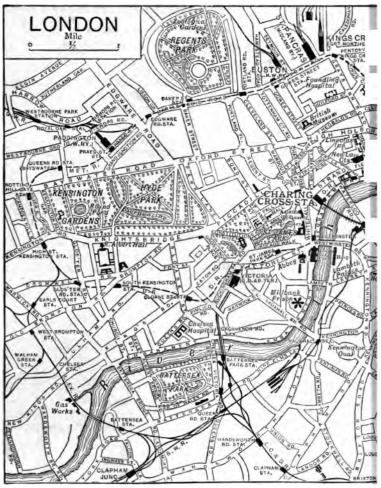
Next to the varied attractions of the wide country-side covered by the suburban services of the "South Eastern Railway," the central and convenient sites of its West End and City termini have doubtless greatly contributed towards the well-sustained and still growing popularity of its numerous residential districts. Indeed, this system, with its two fine stations at Charing Cross and Cannon Street, may rightfully claim unique advantages on the Middlesex shore of the Thames; while the original structure at London Bridge yet forms a most valuable traffic-centre for those whose business avocations call them to the Surrey side of the river.

Probably no spot in all the vast Metropolis is better known than Charing Cross; and amongst its chief architectural ornaments is Charing Cross Station. In the station-yard an elaborate Gothic cross reminds us of the original memorial erected many centuries since, when the coffin of good Queen Eleanor rested in the little village of Charing, ere being carried to the place of royal sepulture in Westminster Abbey. Within two miles of Charing Cross (a. shilling cab-fare for two persons) are the principal buildings of

the greatest city in the world.

CHARING CROSS STATION

is the point of departure for all the main-line and suburban services connected with the "South Eastern Railway." Its imposing elevation facing the Strand is devoted to the use of the Charing Cross Hotel, a perfectly-appointed establishment, containing about five hundred apartments, including a handsome drawing-room, a billiard-room, and a smoking-room. Entering the station, we find the general or luggage platform is supplied with a wall letterbox, a postal telegraph-office, refreshment-rooms, and a cloak-room. The bookstall, which occupies a prominent position facing the hotel, is supplied with an apparently endless assortment of the weekly press, monthly periodicals, and current literature. The London morning newspapers include the Daily Chronicle, Daily News, Daily Telegraph, Financier, Financial News, Morning Advertiser, Morning Post, New York Herald, Sporting Life, Sportsman, Standard, and the Times; while the evening press comprises the Echo, Evening News and Post, Evening Standard. Globe, Pall Mall Gazette, St. James's Gazette, and the Star. The French daily press is represented by Le Figaro, Gil Blas, and the Journal des Débats. The Continental Inquiry Office is situated at the western entrance. On the luggage platform are the ticket-



South Eastern Railway Guide.

"LONDON & NORTH WESTERN"

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"	"	"	BIRMINGHAM	,, 23	,,
11	,,	,,	EDINBURGH	,, 81	,,
,,	,,	,,	GLASGOW	,, 84	,,
**	,,	**	CHESTER	,, 4	"
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SCOTLAND.

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Full particulars of the "London & North Western" Express Routes and Services throughout England, Scotland, Wates, and Ire-land, are supplied in the Company's "Time Tables" and "Official Guids."



KILLARNEY.

barriers, whence extend the train-platforms, classified under six numbers. Nos. 1 and 2 are devoted to the Continental arrivals, and usually to the main-line trains arriving from Chislehurst, Sevenoaks, Tunbridge, Ashford, Folkestone, Dover, Canterbury, Ramsgate, Margate, Deal, Tunbridge Wells, and Hastings; also to those which come from Gravesend, Strood, and Maidstone via the "North Kent" loop-line. Nos. 3 and 4 are allotted to the departure of the Continental expresses and other main-line trains, including those to Croydon, Dorking, Guildford, and Reading. Nos. 5 and 6 are used in connection with the local and suburban services, including those of the "North Kent," via Greenwich and Woolwich, to Dartford; to Blackheath; and the "Mid Kent" trains to Lewisham, Lower Sydenham, New Beckenham, and Addiscombe Road. From this platform, commencing at 8 a.m. and continuing until 8 p.m., is a service that runs every ten minutes to and from Cannon Street, Blackheath, Greenwich, and Woolwich. From 8 p.m. to 12.15 a.m. these trains run every fifteen minutes. Cabs are in constant attendance, and private family omnibuses, accommodating eight persons and a reasonable amount of luggage, can be obtained by a previous order sent to the station-master at Charing Cross, the minimum charge for these vehicles being 3s.

Special features in connection with Charing Cross Station are the excellent services of well-appointed omnibuses that run to and from the Euston terminus of the "London and North Western Railway" and the St. Paneras terminus of the "Midland Railway." Passengers holding through-tickets to or from stations on these systems and those on the "South Eastern Railway" are conveyed free of charge; and as these omnibuses run in connection with the main-line expresses of either company, passengers from Edinburgh, Glasgow, Dublin, Belfast, Liverpool, Manchester, Leeds, Bradford, Sheffield, Nottingham, Leicester, and Birmingham, and other large towns of England, Scotland, Wales, and Ireland, can proceed without delay to the watering-places of Kent and Sussex. In the approach to Charing Cross Station is a booking-office of the "Metropolitan Railway," and an omnibus every six minutes proceeds, via Regent's Circus, to and from Portland Road Station.

Quitting the West End terminus, we pass over the Charing Cross bridge, designed by Sir John-Hawkshaw, and completed at a cost of £180,000. Stretching respectively to the right and left of the railway is the substantial Victoria Embankment, due to the genius of Sir J. Bazalgette, while farther away to the left, by Cleopatra's Needle, is the stately Italian pile of Somerset House.

Proceeding over the water, we should remark that on our left is Waterloo Bridge, finished in 1817 by Sir John Rennie, while to our right stretches the magnificent bridge of Westminster. Slightly



THE VICTORIA TOWER, HOUSES OF PARLIAMENT,

beyond rises the splendid Victoria Tower marking the Houses of Parliament; close to this we may discern the pinnacles of Westminster Abbey; and on the Albert Embankment, bordering the southern bank of the river, perceive the ornamental pavilions of St. Thomas's Hospital. Passing onwards, we see on our right the extensive terminus of the "London and South Western Railway." cross Waterloo Road by an iron viaduct, and pause at WATERLOO JUNCTION, where passengers to or from the "London and South Western" system can exchange trains for the "South Eastern" expresses. Again moving forward, we soon cross Blackfriars Road, and, running on through the districts of Southwark, presently perceive a line that bears away to the right for London Bridge. After effecting a junction with a short loop from this direction, we pass on to Cannon Street Bridge, and approach the station, again overlooking the Thames. On the left we view Southwark Bridge, another work by Rennie, and not far distant note the Blackfriars Bridges; while over the massed house-roofs rise the dome and towers of St. Paul's Cathedral, the masterpiece of Sir Christopher Wren. Down the river to our right may be seen London Bridge, which for centuries has afforded the principal means of communication between Middlesex and Surrey, and has also been the scene of many historic events. The present structure, was completed in 1831 by Sir John Rennie. Near the bridge, on Fish Street Hill, rises the Monument commemorating the Great Fire of London, which occurred in 1666 and effected a total destruction of property valued at about £10,000,000. The shaft of this great column is over 200 feet in height; its summit, reached by a flight of 345 steps, commanding a comprehensive view of London. Farther away, amidst the mastheads of the Port, may be seen the grey Tower of London, still of interest for its massive fortifications, gloomy dungeons, and the varied collection of ancient and modern armour that may be found within its walls, In another minute our train enters

CANNON STREET STATION.

Fares from Charing Cross—1st, -/4; 2nd, -/3; 3rd, -/2. Return—1st, -/6; 2nd, -/4; 3rd, -/2. Annual Season Tickets from Charing Cross—1st, 115/-; 2nd, 75/-.

Few, if any, of the great termini of London are so centrally situated as the Cannon Street Station of the "South Eastern Railway," which is within five minutes' walk of the principal public buildings on the commercial side of the Metropolis. The ine elevation stands in the busy thoroughfare of Cannon Street, which on the east communicates with thoroughfares leading to the Tower and the principal docks on the Thames; while its western

end extends to St. Paul's Cathedral, very near the vast buildings of the General Post Office at St. Martin's-le-Grand. Walbrook, nearly opposite the western entrance to the station, leads to the Mansion House, the Bank of England, and the Royal Exchange.

Next to the vast amount of suburban season-ticket traffic which daily streams through the barriers of the City terminus, it is mostly remarkable for the despatch of the Continental mail expresses, which at present respectively depart at 8.45, 10.0, and 11 a.m., also at 1.5 and 8.40 p.m., the daily transit of mails reaching an average of about 400 bags. But this number is far surpassed each Friday evening, when the Indian and Colonial mail, consisting of some 700 to 900 bags, is made up at the General Post Office, and forwarded by the night express to Dover for Calais and Brindisi.

The general arrangements of the station comprise a spacious luggage platform, where are a wall letter-box, a postal telegraph office, and two refreshment rooms. The bookstall, situated close to the principal departure platforms, is furnished with an excellent selection of current literature, periodicals, and newspapers. Here will be found the daily issues of the London press, including the Daily Chronicle, Daily News, Daily Telegraph, Financier, Financial News, Morning Advertiser, Morning Post, New York Herald. Sporting Life, Sportsman, Standard, and the Times. The evening newspapers are the Echo, Evening News and Post, Evening Standard, Globe, Pall Mall Gazette, St. James's Gazette, and the Star. Platforms Nos. 1 and 2 are allotted to the trains departing to Charing Cross, and to those from the "Mid Kent" and other suburban lines en route to the West End. No. 3 is devoted to the arrivals of the main-line and "North Kent" loop-line expresses. No. 4 is the platform for the Continental and other main-line departures. Other down main and loop line trains leave from Nos. 6 and 7; while the "North Kent," "Mid Kent," Blackheath, and Greenwich departures take place at Nos. 8 and 9 until 8.15 p.m., after which time Nos. 6 and 7 platforms are used for these services.

By means of a subway near the platform entrance to the hotel passengers can now reach the booking-office and platforms of the "Metropolitan and District Railway," its recently-opened station on the "Inner Circle" now affording through communication to all, parts of London and the suburbs. From 8 a.m. to 8 p.m. omnibuses run every five minutes to and from Bishopsgate Street, for Broad Street and Liverpool Street stations. Cabs are in attendance at

Cannon Street throughout the day.

Ere concluding our notice of Cannon Street Station, we should direct attention to its spacious and well-appointed hotel, having direct communication with the platforms, and especially remarkable for its handsomely-decorated hall, lighted by electricity, and accom-



ST. PAUL'S CATHEDRAL, FROM THE THAMES.

modating more than 1,200 persons. The coffee-room and billiard-room are comfortable and well appointed; and several suites of well-

furnished apartments are also available for dinners, balls, arbi-

trations, public meetings, and dramatic performances.

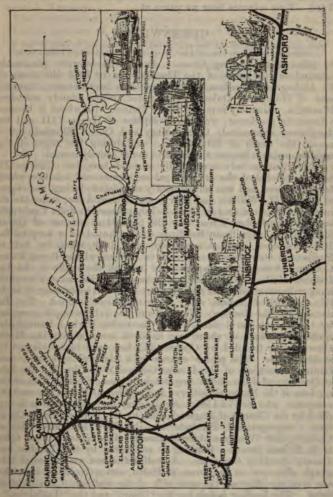
Having made a brief pause at Cannon Street, we now resume our journey over the route followed by the local services from the Metropolis. Again crossing the Thames, and viewing St. Paul's Cathedral and other prominent buildings on our right, while to the left, below London Bridge, we may discern the Tower of London, we leave the line to Charing Cross bearing away to the west, and, turning eastward, pass the Borough Market, a centre of vast business in fruit and vegetables, especially potatoes. Not far distant is the Hop Exchange. On our left, and very near the railway, stands St. Saviour's, Southwark, an ancient Early English edifice of noble proportions, and probably one of the most interesting churches in London. The interior contains numerous noteworthy architectural details; and amongst those buried within the church are John Gower the poet, who died in 1402, and Edmund Shakespeare, an actor, and younger brother of the immortal bard. We now gain on our left a passing glimpse of London Bridge; then, turning in the opposite direction, discern the cab-ranks and busy area in front of the first London terminus belonging to the "South Eastern," and soon pause at

LONDON BRIDGE STATION.

Fares from Charing Cross—1st, -/6; 2nd, -/4; 3rd, -/3. Return—1st, -/9; 2nd, -/6; 3rd, -/6. Annual Season Tickets from Charing Cross—1st, 140/-; 2nd, 100/-,

Although the more recently-opened termini at Charing Cross and Cannon Street have largely diverted much of the traffic that formerly went to the Surrey side of the Thames, yet, owing to a well-sustained commercial interest, and the great increase of travelling amongst the masses, the original station has very fairly held its own, and still attracts a large number of passengers. The luggage area is approached from the street; is provided with a wall letter-box, a bookstall, and refreshment-rooms; and communicates by subways with the platforms, which are situated on a higher level. The departure platforms are the East or No. 4 Platform, and the West Platform; while platforms numbered 1, 2, and 3 are allotted to trains arriving from the suburbs and provinces. An additional wall letter-box, a bookstall, and a refreshment room, are situated on No. 4 platform.

After leaving London Bridge we pass SPA ROAD, and travelling over the old "Greenwich" line soon reach DEPTFORD, until 1869 the site of a Government dockyard, which has recently been utilised for the great Foreign Cattle Market of London, covering twenty-three acres. It is also memorable for its associations with worthy John Evelyn, the Cavalier diarist; and Peter the Great, the eccentric



ROUTE MAP I.-LONDON TO REDHILL, TUNBRIDGE, AND ASHPORD.

Czar of the Russias. Here, too, is the Royal Victoria Victualling Yard. Four minutes later we pause at

GREENWICH,

Fares from Cannon Street—1st, -/10; 2nd, -/8; 3rd, -/5. Return—1st, 1/3; 2nd, 1/-; 3rd, -/8. Annual Season Tickets—1st, £12; 2nd, £8 5s. Third Class Quarterly Tickets—37/6.

5½ miles from Charing Cross. Ancient Greenwich, pleasantly situated on the banks of the Thames, was in 1012 the scene of St. Alphege's martyrdom, and five centuries later became a country seat of Humphrey Duke of Gloucester, whose stately mansion, Placentia, ultimately reverted to the Tudors, with whom it became a favourite residence; was the birthplace of Henry VIII. and his daughters, successively Queen Mary and Queen Elizabeth; witnessed the death of Edward VI.; and during the reign of the

maiden monarch became the scene of many courtly revels.

The Stuarts only occasionally resided here, but Charles II. having demolished the original palace, commenced another, which faces the river, and was subsequently completed during the reigns of James II., William and Mary, and Queen Anne, under the direction of three eminent architects—Inigo Jones, Sir John Vanbrugh, and Sir Christopher Wren. By the benevolent scheme of Queen Mary II. the magnificent buildings were granted as a hospital for British seamen, and so continued until 1869, when by Act of Parliament they were transferred to the use of the Royal Naval College. Amongst the apartments open to the public is the fine Painted Hall or Naval Gallery, decorated by Sir James Thornhill, hung with naval portraits and marine pieces, and containing, in addition to relics of Nelson, many other objects of interest. Not far distant are the Seamen's Hospital and the extensive pile occupied by the Royal Naval School. In Greenwich Park, a beautifullytimbered expanse of about two hundred acres, stands the Royal Observatory, founded by Charles II., but only to be viewed by special order. The parish church is a classical structure, containing memorials of the famous General Wolfe, in 1759 the hero of Quebec; of John Julius Angerstein, whose collection formed the nucleus of the National Gallery; and of Thomas Tallis, the eminent composer, who died in 1585. Ample church accommodation is supplied by the Church of England; also by the Baptist, Bible Christian, Congregational, Presbyterian, Primitive Methodist, Roman Catholic, and Wesleyan denominations. The General Post Office is in Nelson Street. Banking is conducted by the London and County Banking Company. A wall letter-box and a postal telegraph office are on the down platform, and a bookstall is within the booking-office on the same side of the station. Cabs meet all trains. The leading hotels are the "Ship" and the "Trafalgar."

The press is represented by the Greenwich Observer and the

Kentish Mercury.

The continuation of our railway journey now leads us by the suburban stations of MAZE HILL (a most convenient station for the charming scenery of Greenwich Park), and hence by West-combe Park to Charlton, of interest for Charlton House, a handsome red-brick Jacobite mansion, designed by Inigo Jones. A little further is Woolwich Dockyard, succeeded by Woolwich Arsenal, both of which accommodate the town of

WOOLWICH.

Fares from Cannon Street—1st, 1/4; 2nd, 1/-; 3rd, -/8. Return—1st, 2/2; 2nd, 1/8; 3rd, 1/2.

Annual Season Tickets—1st, £15; 2nd, £11 los. Third Class Quarterly Tickets, £2/6.

9 miles from Charing Cross. When during the reign of Bluff King Hal a dockyard was established in the village of Woolwich, it appeared little likely that in a few hundred years it would be replaced by a populous town, forming one of the largest military workshops and storehouses of England, if not of the world. Although the Government naval establishment was discontinued in 1870, the warlike works of Woolwich are ever active, and usually employ some thousands of hands, in addition to the large body of troops attached to the headquarters of the Royal Horse and Field Artillery, whose splendid barracks are probably unsurpassed for their extent. Detachments from the Royal Engineers and the Army Service Corps are also stationed here; while Woolwich is likewise widely known for the Royal Military Academy and the Royal Artillery Institution. The celebrated Rotunda Museum is a splendid building devoted to a well-nigh unique and most valuable collection of models, arms, armour, and other military curiosities-all of which are open to the public. The Royal Arsenal comprises a marvellous array of buildings spread over an area of one hundred and fifty acres, which for about a mile abuts the quays on the Thames, and includes the Carriage Department, the Ordnance Store Department, the Royal Gun Factories, and the Royal Laboratory, unitedly comprising a veritable world of wonders, including the celebrated Nasmyth Hammer of forty tons. Orders of admission can only be obtained on application to the War Office, Pall Mall. Five parish and garrison churches provide for the Episcopalian community, and places of worship are also supplied for members of the Nonconformist churches, including those for the Baptists, Bible Christians, Brethren, Congregationalists, Presbyterians, Primitive Methodists, Roman Catholics, United Methodists, and Wesleyans. The General Post Office is at Green's End. Banking is conducted by the London and County Banking Company and the London and Provincial Bank. The railway station is supplied with a letter-box and a bookstall on the up sides. Cabs meet all trains. The "King's Arms" is the leading hotel. The press is represented by the Kentish Independent, the Woolwich Gazette, and the Woolwich Observer.

Gazette, and the Woolwich Observer.

After travelling onward and passing Plumstead, we come to Abbey Wood, and run on to Belvedere, near the Royal Alfred Aged Merchant Seamen's Institution. Our next station is Erith, a small but busy town, noteworthy for the monuments in its ancient parish church. At Dartford a junction is effected with the "North Kent" services, which we will now describe.

Returning to London Bridge, and proceeding thence by SPA ROAD, we leave the Greenwich line on our left and run forward to NEW CROSS, principally of note for the Royal Naval School, and

also as the point of deviation for LEWISHAM JUNCTION and

BLACKHEATH,

Fares from Cannon Street—1st, 1/2; 2nd, -/10; 3rd, -/5. Return—1st, 1/8; 2nd, 1/3; 3rd, -/10.
Annual Season Tickets—1st, £14; 2nd, £10 10s. Third Class Quarterly Tickets, 42/6.

5 miles from London Bridge. Blackheath is a select residential neighbourhood remarkable for the Blackheath Proprietary School and other excellent educational establishments, and occupying an elevated site surrounding the common or heath, a breezy expanse of about three hundred acres, which in bygone centuries has seen encampments of the Romans and the Danes, tumultuous assemblies of discontented subjects, and stately receptions of monarchs and ecclesiastics who figure in the pages of history. In addition to six places of worship connected with the Church of England, there are chapels for the Baptists, Brethren, Congregationalists, Roman Catholics, and Wesleyans. The General Post Office is in Lee Road. Banking is conducted by the London and County Banking Company and the London and Provincial Bank. The "Montpelier" is a superior boarding-house. Exceptionally advantageous railway facilities are enjoyed by travellers between Blackheath, Cannon Street, and Charing Cross. During some two hours in the morning and evening trains run every ten minutes, a twenty minutes' service is supplied during the day, and half-hourly departures until midnight. The station is supplied with a bookstall. Cabs meet all trains. Certain trains, running northward through CHARLTON, terminate their journey at WOOLWICH ARSENAL.

The "North Kent" train from New Cross leads by St. John's, one of the many stations serving the immense district of Lewisham, and about two miles further, turning off from the main Tunbridge line, runs on through Lee, a rapidly-growing district of suburban residences, to regal Eltham, a pretty little

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town of much historic interest for the remains of the great hall belonging to the royal palace, where dwelt several of the Plantagenets and some of the Tudor kings. In the churchyard is buried Thomas Doggett, who died in 1721, and instituted the celebrated annual rowing contest for Doggett's coat and badge, one of the honours coveted by Thames watermen. Within the next three miles we run by New Eltham and Pope Street to Siddup, which is succeeded by Bexley, a delightful rural residential neighbourhood with an ancient Gothic church. Bexley Heath, a healthy and populous suburban district, is reached by an omnibus ride of nearly two miles from the station. Crossing the Cray, we ere long approach Crayford, a large village, the seat of cotton-printing and other industries, and then, turning northward, soon effect a junction with our previously-described route at

DARTFORD

(For Farningham and Sutton-at-Hone),

Fares from Cannon Street—1st, 3/-; 2nd, 2/3; 3rd, 1/4. Return—1st, 4/6; 2nd, 3/6; 3rd, 2/6. Annual Season Tickets—1st, £20; 2nd, £15. Third Class Quarterly Tickets, 50/-.

17 miles from Charing Cross. The old-fashioned but substantial little town of Dartford is seated on the river Darent, which here forms a navigable creek to the Thames. A place of some importance on the Roman Watling Street, and subsequently the site of an Augustinian nunnery founded by Edward III., Dartford was not unknown to mediæval monarchs, but probably has acquired more profitable fame from the introduction of the paper manufacture. here first established in 1605, the iron-rolling industry introduced in 1590, and an extensive production of gunpowder which has signalised the present century. It has also become a busy centre of engineering and machinery works. Amongst bygone men of Dartford we might mention the bold demagogue Wat Tyler, who in 1381 headed a tumultuous assemblage, which marched to Blackheath to assert the rights of the people; and Charles Ward, a Protestant martyr, who was burnt in 1555, and is now commemorated by a handsome monument placed in the old cemetery. The spacious parish church is a handsome Gothic edifice, mostly of the Early English period, containing several curious monuments and incised brasses. In addition to other Episcopalian structures, the Congregational, Primitive Methodist, Roman Catholic, and Wesleyan denominations, are supplied with places of worship. The Grammar School, founded in 1576, now occupies modern buildings erected on West Hill. In High Street is the General Post Office. Banking facilities are afforded by a branch of the London and County Banking Company. A weekly corn-market is held on Saturday,

and a cattle-market takes place monthly on the first Tuesday. The railway station is supplied with a postal telegraph office and a bookstall on the up platform. Cabs are in attendance, and a conveyance runs daily in connection with certain trains to and from Farningham and Sutton-at-Hone. The leading hotel is the "Bull."

The press is represented by the Dartford Advertiser, the Dartford Chronicle, the Dartford Express, and the Dartford Times.

Many trains find their terminal point at Dartford, express extensions being afforded by the fast services to Sheerness, Strocd, and Maidstone, all of which pause at Gravesend, usually considered the residential limit of season-ticket holders. During the continuation of our journey we pass GREENHITHE, a favourite riverside resort for boating-men, and also the seat of large Portland cement, lime, and whiting works, which industries, with the addition of chemical works, ship-yards, and brickfields, become more pronounced at our next station, Northfleet, shortly succeeded by

GRAVESEND,

Fares from Cannon Street—1st, 3/6; 2nd, 2/8; 3rd, 2/-. Return—1st, 4/6; 2nd, 3/6; 3rd, 3/-, by Cheap Trains—7, 2/-; 1/6; 1/7-, 1/6; 2/7-, 2/6; 2/7-, 1/6; 1/7-, 1/6; 1/7-, 1/6; 1/7-, 1/6; 1/7-,

24 miles from Charing Cross. Gravesend, the headquarters of the New Thames Yacht Club, with its abundant facilities for yachting and boating, bathing establishment, excellent ornamental piers, and broad quays, is essentially a popular riverside watering-place, now brought by express trains within an hour's journey of Charing Cross, Cannon Street, or London Bridge. As the limit of the Port of London, the seat of the Customs, and a pilot station, the Thames here frequently presents an animated array of shipping proceeding to the docks, sailing seawards, or at anchor through contrary winds.

The town, with Milton and a portion of Northfleet, possesses some excellent thoroughfares covering an extensive area, is governed by a municipality, and contains over thirty thousand inhabitants. In addition to the fishing interest, a considerable section of the suburban rural population derives support from the occupation of market-gardening, a considerable acreage being covered with productive plots of early vegetables and large fruit-plantations. A weekly general market is held on Saturday. Gravesend is fairly supplied with public establishments, including the Town Hall and the Court House. The Episcopalian places of worship comprise St. George's, the parish church of Gravesend; and SS. Peter and Paul, the parish church of Milton; which are supplemented by Christ Church, Holy Trinity, and St. James's. Excellent accommodation is afforded by the Nonconformist bodies, which



VIEWS IN GRAVESEND, (After a Photograph by Poulton and Sons, Lee.)

stand is near the station. Passengers for Sheerness via Port Victoria and stations on the "Hundred of Hoo" line here usually exchange trains. The leading hotels are the "Rosherville," the "New Falcon," the "Old Falcon," the "Clarendon," and the "Nelson."

The press is represented by the Gravesend Reporter, the Gravesend Miscellany, the Gravesend Free Press, and the Gravesend

Journal.

Returning to London, we now propose to briefly indicate the route followed by the "Mid Kent" trains, which after leaving Charing Cross, Cannon Street, and London Bridge, run on to New Cross, St. John's, and Lewisham Junction; then turning due southward through the extensive parishes of the Lewisham district, pass Lady Well and Catford Bridge, ere coming to Lower Sydenham, a convenient station for the eastern suburbs of Sydenham, and the hamlet of Southend, which is succeeded by New Beckenham and Beckenham Junction for

BECKENHAM

(For Shortlands, Bromley, and Bickley), Fares-1st, 1/1; 2nd, -/10; 3rd, -/7. Return-1st, 1/8; 2nd, 1/2; 3rd, 1/-Annual Season Tickets-1st, £12; 2nd, £9.

8 miles from London Bridge. Amongst the more select residential villages within easy reach of London, Beckenham, with its fine ancestral parks, elegant villas, and broad thoroughfares, possesses many attractions. Although during recent years it has vastly developed, and assumed the proportions of a small town, yet it covers so wide an area that, unlike many other places under similar conditions, it still retains several semi-rural characteristics in its well-grown timber, pretty gardens, and shaded roads. By many Beckenham will always be associated with the residence of Miss Marsh, the well-known authoress of the "Memorials of Capt. Hedley Vicars, 97th Regt." and "English Hearts and English Hands," the latter graphically depicting details of mission-work amongst the navvies here employed in large numbers during the construction of the Crystal Palace and its grounds. In the parish church, a handsome and recently-erected Gothic structure, mostly remarkable for an elaborately-decorated interior, are numerous memorials of local interest, including tablets commemorating the Rev. William. Marsh, D.D., late Vicar of Beddington, and Capt. Hedley The Church of England has six additional places of worship, and accommodation is also provided for the Baptist, Congregational, and Wesleyan denominations. The Public Hall is in Bromley Road, where also are the premises of the Old Beckenham Mission. Branch post-offices are to be found in various parts of Beckenham, but the General Post Office is in the Albemarle Road.

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A branch of the London and Provincial Bank is in High Street. Beckenham Junction—where passengers may join the local services for Shortlands, Bromley, and Bickley—is supplied with a bookstall. Cabs attend all trains. The district is also served by "South Eastern" stations at New Beckenham, Elmer's End, and Eden Park.

The press is represented by the Beckenham Journal.

The remainder of the "Mid Kent" route extends from New Beckenham to Elmer's End, where diverges a short branch communicating with Eden Park, and thence to the picturesque village of West Wickham, noteworthy for its ancient Perpendicular church, containing interesting monuments and brasses; also for the grand old red-brick Tudor mansion of Wickham Court, the ancestral seat of the Lennards. The end of the branch is at Hayes, probably best remembered for its splendid common, and Hayes Place long the seat of the celebrated Earl Chatham. Here, too, in 1759, was born his son, William Pitt, the great Commoner. Again at Elmer's End, we may remark that the main route, after passing Woodside, finds its terminus at Addiscombe Road (Croydon); although a short service from Woodside, through Road.

Once more we resort to our principal starting-point, Charing Cross, in order to travel thence by way of Cannon Street and London Bridge over the old main line, which still provides a valuable road by way of New Cross, Brockley, Honor Oak Park, Forest Hill, Sydenham, and Norwood Junction to EAST CROYDON for

CROYDON.

Fares—1st, 2/-; 2nd, 1/6; 3rd, -/10. Return—1st, 3/6; 2nd, 2/6; 3rd, 1/6.

Annual Season Tickets—1st, £21; 2nd, £15.

104 miles from London Bridge. The populous and healthful parish of Croydon, which comprises some ten thousand acres within a circumference of thirty-six miles, contains more than eighty thousand inhabitants, and is probably one of the best-appreciated residential towns within ten miles of the metropolis. In bygone ages it derived considerable importance from the residence of the Archbishops of Canterbury, but has now become transformed into a busy commercial centre of the nineteenth century; and save the few fragments of the palace, including the great hall with its Early English front (the work of Archbishop and Cardinal Stafford), the guard-chamber of Archbishop Arundel, and the private chapel of Archbishops Kemp and Bourchier, little remains to remind us of its former ecclesiastical splendour. The curious Tudor buildings of Whitgift's Hospital, and the handsome modern

pile of Whitgift's Grammar School, are, however, tangible memorials of the liberality of Queen Elizabeth's favourite prelate. About three miles distant is Addington Park, which since 1808 has been the country seat of the Primates. Amongst the chief architectural ornaments of Croydon, is the stately Perpendicular parish church of St. John the Baptist, erected, under the direction of the late Sir Gilbert Scott, at a cost of £28,000. The interior is remarkable for some imposing decorative details, and the remains of some archiepiscopal monuments. Eleven other district parish churches provide for members of the Church of England, while the Nonconformist churches here possessing places of worship

include the Baptist, Brethren, Congregationalist, Free Church, Friends, Presbyterian, Primitive Methodist, Roman Catholic, Unitarian, United Methodist, and Wesleyan denominations. The principal thoroughfares are George Street, leading from the railway station to High Street, North End, and South End. In High Street are the General Post Office, the Union Bank of Messrs.

Chasemore, Robinson, and Sons, and a branch establishment of the London and County Banking Company. At North End is a branch of the London and South Western Bank. Weekly corn and cattle markets are held on Thursday, and Wednesday is an early-closing day. The railway station is supplied with a wall letter-box, a



postal telegraph GOTHIC PORCH, CROYDON PALACE.

office, a bookstall, and a refreshment-room on No. 2 platform. Cabs meet all trains. The "Greyhound" is the leading hotel.

The press is represented by the Croydon Advertiser, the Croydon Chronicle, the Croydon Echo, the Croydon Express, the

Croydon Guardian, and the Croydon Times.

Ere continuing our journey southward, we should remark that about six trains daily emanating from Cannon Street, after calling at East Oroydon, diverge to the left of the main line, and, running by Selsdon Road, near Selsdon Park, the seat of the Bishop of Rochester, successively reach Sanderstead, Upper Warling-Ham, and Marden Park, three stations serving a most picturesque and salubrious hill-country dotted with charming villas, which enjoy far-reaching views. The destination of this local service is Oxted and Limpsfield, two pretty rural villages amidst some choice Surrey scenery. The station is supplied with a letter-box, a postal

telegraph office, and a bookstall.

Resuming our direct run from Croydon, we shortly come to Purley, close by the Warehousemen and Clerks' Schools, a praise-worthy charity affording a home and education for three hundred children. Here is a junction with the branch line that, by way of Kenley and Warlingham, threads its course through the valley to Caterham, a station serving a large district of superior detached villa residences, occupying sheltered sites in the valley, or more bracing positions on the upper slopes of the richly-wooded chalkhills, that present a series of most romantic scenery. The neighbourhood is well supplied with places of worship; and amongst the more noteworthy buildings are the Congregational School for Sons of Ministers, the buildings of the Metropolitan District Asylum,

and extensive barracks for the Guards.

Leaving Purley, we now see to the left the Reedham Asylum for Fatherless Children, on the opposite side pass the Surrey County Lunatic Asylum, and then approach a tunnel of 1,830 yards, terminating shortly before we pause at MERSTHAM, a little village noted for its fertile farm-lands and orchards, and also for its vicinity to the beautifully wooded slopes of Gatton Park, visible on the right. Close to the spacious modern school-buildings belonging to the Royal Asylum of St. Anne's Society, established in 1702, and now containing four hundred children, is REDHILL JUNCTION, an important railway centre for the "South Eastern" traffic here diverging westward for Reigate, Dorking, Guildford, Aldershot, and Reading; and eastward for Edenbridge and Tunbridge Junction. The station is supplied with a wall letter-box, a postal telegraph office, a bookstall, and a refreshment-room on the down platform; while on the up platform is a refreshment-room. Cabs attend the principal trains. The leading hotels are "Laker's" and the "Warwick Arms." Redbill is principally remarkable for its excellent residential facilities and attractive scenery; also for a fortnightly corn and cattle market held here on Wednesdays. After a brief pause we now turn westward, and after a run of two miles arrive at

REIGATE.

Fares—1st, 4/-; 2nd, 2/6; 3rd, 1/10. Return—1st, 6/-; 2nd, 4/-; 5rd, 2/9. Annual Season Tickets—1st, £25; 2nd, £20.

24 miles from Cannon Street. The municipal town of Reignte. situated amidst some of the prettiest scenery of ever-charming Surrey, is a centre for a fertile agricultural district, a weekly corn market being held here on Tuesday. It is also a favourite residential neighbourhood for the wealthier class of London seasonticket holders. In mediæval days here stood a stately Norman castle; but this was dismantled in 1648, and the only relic of interest is the Barons' Cave, a huge excavation in the white sand. presumed to have been a meeting-place of the English nobility previously to their wresting the Magna Charta from King John. The ground surrounding the site of the old keep is now laid out in pleasant public gardens. The Priory, a noble Tudor mansion forming a seat of the Howards, is remarkable as having been the residence of Lord Charles Howard of Effingham, who was selected by Queen Elizabeth to lead the English fleet against the Spanish Armada. This nobleman died in 1624, and his remains lie in a vault within the ancient parish church of St. Mary, itself a structure of considerable interest. In addition to three other Episcopalian places of worship, are chapels of the Congregationalists, the Friends. the Primitive Methodists, and the Wesleyans. Reigate Grammar School is a foundation of 1675. In High Street are the Public Hall (a modern Gothic structure comprising an assembly room, a museum, and a library), the General Post Office, and a branch establishment of the London and County Banking Company. The railway station is provided with a letter-box, a postal telegraph office, and bookstall. Cabs meet all trains. The "White Hart" is the leading hotel. The press is represented by the Reigate and Redhill Journal, the Surrey Gazette, and the Surrey Mirror. A marvellously romantic railway ride now brings us to the wayside station of BETCHWORTH, and Box HILL, a favourite picnic resort, to

DORKING.

Fares from London—1st, 4/-; 2nd, 3/-; 3rd, 2/1. Return—1st, 6/-; 2nd, 4/6; 3rd, 3/3.

Annual Season Tickets—1st class, £30; 2nd class, £24.

74½ miles from Dover, 88 from Margate, and 38½ from Reading. Dorking may be described as a substantial, old-fashioned market-



THE AVENUE, BETCHWORTH PARK.

completed as a memorial to the late lamented Dr. Samuel Wilberforce, Bishop of Winchester, who laid the foundation stone of the present tower in 1873, on the 29th of May, and, was killed at Evershed's Rough, near Dorking, by a fall from his horse on the 19th of July. The district church of St. Paul's, erected in 1857 is in the English Pointed style. Accommodation is also provided for the Baptist, Brethren. Congregational, Roman Catholic, and Wesleyan denominations. The weekly corn market ST. MARTIN'S CHURCH, DORKING.

town, possessing a wide High Street, comfortable hostelries. and several good residential homes; while the surrounding country-side is remarkable for its exquisite rural landscapes, delightful walks, and attractive drives, extending for many miles. Chief amongst its architectural features is the handsome Decorated pile of the parish church, dedicated to St. Martin, which has been rebuilt during the present century at a cost of £26,000. The principal attraction is the lofty and elegant spire, which rises to a height of 210 feet, and was



BROMLEY. 39

ce proceeds eastward through the picturesque agricultural ges of NUTFIELD, famous for its pits of fuller's earth, and STONE, in the vicinity of ancient Roman entrenchments and lands commanding fine views over the Wealden country. In neighbourhood are the kennels of the Surrey Stag Hounds. Then sing the railway to East Grinstead, we run forward to EDEN-DGE, a small but prosperous agricultural town on the Eden, ing a fortnightly cattle market on Tuesdays, and owning a spacious by English church containing numerous handsome monuments some interesting brasses. About three miles to the south-east Hever Castle, so interwoven with the early history of the beautiand unfortunate Queen Anne Bolevn. Our next station is NSHURST, ever memorable for Penshurst Place, the splendid cestral home of the Sidneys (of whom came the brave and courtly - Philip Sidney, author of "Arcadia," who was killed in the attle of Zutphen in 1586) and now the seat of their representative e Lord de l'Isle and Dudley. Its magnificent hall, valuable cture gallery, armoury, and other curiosities, can, through the ourtesy of their noble owner, be viewed by the public on Mondays ad Saturdays. The handsome parish church abounds in monuental tombs and brasses commemorating members of the Sidney amily. Passing Penshurst Park, we now hasten onwards, preantly cross the Medway, and after joining the main line from evenoaks enter the important station of TUNBRIDGE JUNCTION.

Our next and final journey in connection with the London and uburban services of the "South Eastern Railway" will be from Charing Cross, Waterloo Junction, Cannon Street, and London Bridge, over the present main line direct to Bromley via Grove Park, also via Chislehurst and Sevenoaks to Tunbridge Junction; likewise with that portion of the Hastings traffic which extends thence to Tunbridge Wells. The route followed is similar to those already described by way of New Cross to St. John's, after passing which we run on to Grove Park, an outlying residential suburb of Lee, principally consisting of detached villas. Here, diverging by the branch on our right, we reach Plaistow, where is Plaistow Lodge, the seat of Lord Kinnaird, and thence travel to

BROMLEY

(For Bromley Common and Keston),

Pares—1st, 1/8; 2nd, 1/8; 3rd, -/84. Return—1st, 2/8; 2nd, 1/9; 3rd, 1/6.

Annual Season Tickets—1st, £16; 2nd, £13.

101 miles from Cannon Street. Bromley, an ancient market town of Kent, now governed by a Local Board, and for many centuries a manor belonging to the See of Rochester, occupies a salubrious site on the summit and slopes of a hill which descends southward

towards the pleasant suburban district of villa residences known as Bromley Common. Across this runs the road to Keston, a picturesque rural parish about three miles distant. Few antiquities exist to remind us of Bromley in the past, unless we except the numerous monuments, brasses, and tablets, to be seen in the spacious parish church of SS. Peter and Paul. Amongst these mural records is one of 1752, commemorating Elizabeth, the wife of Dr. Samuel Johnson. Of the early palace belonging to the Bishops of Rochester, and occupied by Bishop Atterbury when visited by Pope and Swift, nought remains; but the later substantial mansion, erected in 1775, still exists in a miniature park of well-grown timber, although it is no longer used as an episcopal seat. In London Road is Bromley College, an interesting red-brick Jacobean pile of residences, furnishing homes and an annual income of £38 each for forty widows of clergymen. The Church of England affords ample accommodation for its members, and the Nonconformist churches here supplied with excellent places of wor-

ship include the Baptist, the Brethren, the Congregationalist, the Primitive Methodist, and the Wesleyan denominations. A modern Town Hall of Elizabethan design standing in the Market Place contains an assembly

room and accommodation for the Literary Institution. Not far distant, in High Street, are the General Post Office and a branch establishment of the London and County Banking Company. From the Recreation Ground, a turfed and pleasantly laid - out expanse covering a portion of St. Martin's Hill, are wide and pleasing views. The "South Eastern" railway service affords frequent and excellent facilities to and from Cannon Street and Charing Cross, the principal direct expresses completing their journey



THE BISHOP'S PALACE, BROMLEY.

in a little over twenty minutes. The station is supplied with a bookstall on the up platform. The "Bell" is the leading hotel. Every information respecting residences and estates may be obtained of the well-known firm of Messrs. Baxter, Payne, and Lepper.

The press is represented by the Bromley Journal, the Bromley Record, the Bromley Telegraph, and the Bromley District Times.

Resuming our main-line journey at Grove Park, we now run towards the ornamental villas that occupy the wooded slopes of

CHISLEHURST

(For Bickley),

Fares-1st, 2/-; 2nd, 1/6; 3rd, -/p. Return-1st, 2/6; 2nd, 2/-; 3rd, 1/6. Annual Season Tickets-1st, £17; 2nd, £14.

111 miles from Cannon Street. Beautiful and aristocratic, are probably the two adjectives that most succinctly describe the scenery and society of Chislehurst. Although but an extensive

and scattered district of picturesque residences, the neighbourhood has long been famed for its high and dry tableland, salubrious climate, and romantic expanse of gorse and fern-clad common stretching over 150 acres, abounding with trees, and intersected by numer-

ous paths and well-kept drives. On the opposite side of the railway are the broad tree-lined roads and elegant villas of Bickley. During pre-Elizabethan times the Chislehurst manor was mostly owned by the Walsinghams; and here, in 1536, was born Sir Francis Walsingham, Queen Elizabeth's astute and favourite minister. A few decades later the celebrated antiquary and historian, William Camden, here erected a substantial mansion, where he resided until his death in 1623. After the disastrous events of the Franco-German War in 1870-1,



ST. NICHOLAS'S CHURCH, CHISLEHURST.

Camden became the English home of the late Emperor Napoleon III. and the Empress Eugènie, until the sad associations connected with the death of the Emperor in 1873, and the subsequent funeral of the late Prince Imperial, cut off in the flower of his youth during the Zulu campaign of 1879, induced the doubly-bereaved Empress to change her residence for the not-far-distant estate of Farnborough Hill, in Hampshire. Another noteworthy ancestral mansion is Frognal, the noble seat of Earl Sydney, whose domain also includes the extensive ornamental slopes and woods of Scadbury The parish church of St. Nicholas is a building mostly of the Perpendicular period, although certain portions bear traces of Early English details. Amongst bygone worthies here commemorated by monuments are members of the Walsingham and Townshend families. The Church of the Annunciation; Christ Church. Lower Camden; and St. George's, Bickley, also afford Episcopal services; and places of worship are provided for Roman Catholics and Wesleyans. In various healthful sites are some superior educational establishments.

General Post Offices are to be found both at Lower Camden and in the village. Persons desiring to acquire properties or become residents in this neighbourhood cannot do better than consult the published lists of Mr. David James Chattell, of Lower Camden, and 29A, Lincoln's Inn Fields, London, whose long residence in the district, and personal acquaintance of the most eligible mansions or villas, enable him to afford valuable professional services. Certain fast main-line trains, stopping at Chislehurst, afford an express journey to or from Cannon Street within thirty minutes. The railway station is supplied with a wall letter-box, a postal telegraph office, and a bookstall on the down platform. Cabs attend all trains. Near the station is the "Bickley Arms" hotel.

The continuation of our journey now leads onwards to Or-PINGTON, a village about fourteen miles from the metropolis, interesting for an ancient Early English church and a fine old Tudor mansion known as the Priory, portions of the building having existed for at least six centuries. In our southern course, leading principally through cuttings and tunnels, we successively call at the rural stations of Chelsfield and Halstead (for Knockholt), about three miles from the Knockholt Beeches, which occupy a magnificent view-point, 787 feet above sea-level. The next stopping-point is Dunton Green, whence a branch bearing away westward passes on the right near Chevening Place, the handsome seat of Earl Stanhope, designed by Inigo Jones, and standing in park-lands of great beauty, about two miles from Brasted. The branch has its termination at the little market town of Westerham, on the slopes of the chalk downs, and close to

Squerryes Court, a splendid Elizabethan mansion, noteworthy for its valuable collection of paintings, facing an ornamental lake, and standing in a well-timbered park. The handsome parish church of St. Mary's contains numerous quaint brasses. Westerham was in 1503 the birthplace of John Frith, the martyred friend and fellow-worker of William Tindal; in 1676 of Dr. Benjamin Hoadly, originator of the Bangorian controversy; and in 1727 of the gallant General James Wolfe, whose name will ever be linked with the memorable capture of Quebec in 1759. The "Crown," the "King's Arms," and the "George and Dragon," are the principal hostelries.

Returning to the main route, we cross the Darent, see Riverhead close on our right, not far from Montreal, the seat of Earl Amherst,

and shortly pause at

SEVENOAKS,

Fares—ist, 5/-; 2nd, 3/6; 3rd, 1/8. Return—ist, 7/6; 2nd, 5/6; 3rd, 3/4. Annual Season Tickets—ist, £25; 2nd, £20.

20\forall miles from Cannon Street. Sevenoaks, with its incomparably entrancing views of Kentish landscape; its numerous fine ancestral seats, ever chief of which ranks majestic Knole; its delightful old cricket-ground, far known as the Sevenoaks Vine; and its substantial Elizabethan Grammar School—is one of those old-fashioned yet everattractive little market towns near enough to London to keep them from decay, and yet far enough to exclude an over-abundant measure of cockneyism. Its situation on the sides and summit of the sandhills which here overlook the luxuriant Kentish Weald affords an invigorating climate; sanitary questions are admirably settled by an efficient Local Board; and excellent express railway facilities are enjoyed by means of numerous fast and well-appointed trains from Charing Cross, Cannon Street, and London Bridge.

Close to the town is the fair and far-reaching park surrounding Knole, the splendid seat of Earl Sackville, its magnificent mansion (a somewhat quaint combination of Gothie and Italian architecture) having been jointly yet successively raised by Archbishop Bourchier in the fifteenth century, and Thomas Sackville, Earl of Dorset, about a hundred years later. Its noble suites of State apartments, antique furniture, picture galleries, and various collections, are most handsome, curious, and of great value. The vast demesne, a deer park extending over more than one thousand acres of undulating and finely-timbered grass-land, having a circumference of some six miles, is remarkable for its noble avenues of oak and beech, also for numerous shapely specimens of gigantic forest trees. An excellent idea of the residence and park may be gained from the public walks.

The stately Perpendicular parish church of Sevenoaks is noteworthy for its lofty embattled tower, commanding famous prospects

over Knole and its surroundings, and contains numerous ancient memorials. In addition to two other Episcopalian churches, the Nonconformist bodies here provided with places of worship include the Baptists, Brethren, Congregationalists, Roman Catholics, and Wesleyans. The Grammar School, founded in 1432, and subsequently chartered by Queen Elizabeth in 1560, owns several house scholarships and two exhibitions, respectively at Oxford and Cambridge. Here was educated George Grote, the celebrated classic historian. Walthamstow Hall is a well-designed building devoted to an unsectarian school for the daughters of Christian missionaries. The General Post Office and a brauch of the London and County Banking Company are both in High Street. A weekly corn market is held on Saturday, and a cattle market on the fourth Wednesday of every month. The railway station is supplied with a postal telegraph office on the down side, and a bookstall on the up platform. An omnibus is usually in attendance, and cabs meet all trains. The "Royal Crown," "Bligh's," and the "Royal Oak," are the leading hotels. The press is represented by the Sevenoaks Chronicle, the Sevenoaks Express, the Sevenoaks Herald, and the Sevenoaks Telegraph.

Speeding through a lengthy tunnel we next pass HILDEN-BOROUGH, and continue our journey towards TUNBRIDGE JUNC-TION, where converge the lines which from Reading, Hastings,

Dover, Margate, and London communicate with

TUNBRIDGE,

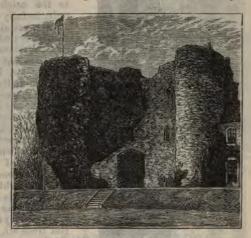
Fares from Cannon Street—1st, 7/-; 2nd, 5/-; 3rd, 2/54. Return—1st, 11/6; 2nd, 8/-; 3rd, 5/1.

Annual Season Tickets—1st, £35; 2nd, £27.

291 miles from Cannon Street. Tunbridge, an ancient market town on the Medway, in the Middle Ages owed its prosperity to the noble castle and Austin priory which the warlike and pious Earl of Hertford, Richard Fitz-Gilbert de Clare, raised and endowed during the twelfth century. In these later and more prosaic days its principal benefactor has been the "South Eastern Railway," which first entered the town via Redhill in 1842, and in 1868, by the opening of the "Tunbridge Direct" line, shortened the journey from the metropolis by thirteen miles. Tunbridge folk also owe an inestimable debt of gratitude to the benevolent Sir Andrew Judd, a whilom Lord Mayor of London, who in the year of grace 1553 gained a charter from Edward VI. for the establishment of the stately Grammar School, which under the wise stewardship of the Skinners' Company, having held on its way for more than three centuries, now owns a magnificent pile of well-designed buildings, an annual income of some £5,000, numerous valuable exhibitions, and several scholarships; it affords a finished

classical or superior modern education for many hundreds of boys, and is indeed the principal architectural ornament of the town. The parish church, an old Gothic structure, with three other churches and chapels for the Baptist, Congregationalist, United Methodist, and Wesleyan bodies, comprise the places of worship. In the High Street, which is the principal thoroughfare, are a Public Hall, the General Post Office, and the banking houses of Messrs. Beechings,

Hodgkin, and Beeching, and the London and County Banking Company. Agriculture and various manufactures are the staple support of the inhabitants. Tunbridge possesses an excellent cricketground, and good boating and fishing can be had on the Medway. A cattle market is held weekly on Tuesday. At the railway station are wall letter-boxes, bookstalls, and refreshment - rooms



THE GATEWAY, TUNBRIDGE CASTLE.

on both platforms; also a postal telegraph office and a letter-box at the entrance. Cabs attend all trains. The "Rose and Crown" is the leading hotel. The press is represented by the *Tunbridge Free Press* and the *Tunbridge Telegraph*. We now proceed to

TUNBRIDGE WELLS

(For Southborough),

Fares—1st, 7/6; 2nd, 5/6; 3rd, 2/8]. Return—1st, 13/6; 2nd, 9/6; 3rd, 5/5.

Annual Scason Tickets from London—1st class, £40; 2nd class, £30. Special 1st class, not available at intermediate stations, £35.

34½ miles from Charing Cross, 28 from Hastings, 71 from Reading, 52 from Dover, 65 from Margate, and 45 from Canterbury. The high-class residential town of Tunbridge Wells is undeniably one of the most picturesque inland health-resorts to be found in Great Britain, while the countless beauties of the surrounding scenery.



render it a most desirable tination for a long summe day. Primarily this p watering-place owes its established popularity t medicinal efficacy of the beate waters which are p to the neighbourhood; order to fully explain its p as a sanatorium we mu recognise that, being bui dry and elevated site, it an abundant supply of bracing air, is remarkab from humidity, and these advantages are supplemen a well-tested sanitary syst

Three centuries have passed since the year 1606 Dudley, Lord North, a nobleman who had free the Court of James I., a suffering from seriously-in health, sought its restora a visit to his friend Lord gavenny, who was then r at his country seat, Eridge But fresh air, rural scene absolute quiet, alike ar useless, and, much disapp he was returning to through the forest roads district, when he was at by springs of water who face appeared covered wit particles of a mineral Being desirous of ascer the nature of the liqu caused a supply to be t town, where it was exami his physicians, and pror by them to be a valuable for certain classes of c Nothing loth, his lordsl induced to test his own dis

SEVENDAKS. Amongst charming residential neighbourhoods within a short express journey of London, Sevenoaks rightfully claims a high rank. Its elevated site, affording exquisite prospects over a vast expanse of luxuriant land-of far-famed Knole; and its facilities for easy and delightful drives to Penshurst Place, Hever Castle, Lullingstone Castle, Jehtham House, and the Knockholt Beeches, are but a few of the many attractions afforded to residents in or near this pleasant, healthful, and fits surrounding district can be obtained of the well-knows afforded to residents in or near this pleasant, healthful, and fits surrounding district can be obtained of the well-knows afforded to residents in or near this pleasant, healthful, and the surrounding district can be obtained of the well-knows afford the self-known firm of Messrs. Cronk, either at their offices in Sevenoaks, or at 12, Pall Mall, London, S.W.

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and soon reaped a satisfactory reward in an invigorated and restored constitution. He lived some sixty years after this apparently almost miraculous cure, and at the ripe age of eighty-five, on the 16th of June, 1666, died at his seat, Calledge, in Cambridgeshire.

It is searcely surprising to learn that the complete cure of so public an individual soon brought other patients to the mineral



THE PANTILES, TUNBRIDGE WELLS.
(From a Photograph by Carl Norman.)

waters of Frant, and ere long Earl Abergavenny, the lord of the manor, having selected two of the principal springs, caused them to be enclosed, and made other provision for the convenience of visitors, who at first had to be contented with such accommodation as could be found at two small cottages which were near the wells. In 1630, Henrietta Maria, the young and beautiful queen of Charles I., came here with her suite, and for some five weeks encamped in great state on what was known as Bishop's Down. Gradually but surely Tanbridge Wells grew in reputation; and during the stormy times of the Commonwealth, when party spirit became strongly accentuated, Southborough was the (chosen resort of the Cavaliers, while the Roundheads made their headquarters at Rusthall. In

secondance with the popular feeling of that day, the more recently-adopted sites for buildings were described as Mount Ephraim and Mount Sion, as titles well according with their abundance of natural beauty. After the Restoration, we find here such exalted personages as the Duke and Duchess of York, with their two daughters, the Princesses Mary and Anne who successively ascended the English throne, the queen of Charles II., and other members belonging to the family and Court of the early Stuarts.

At this period the charming watering-place, then in its infancy. must have presented a well-nigh unique spectacle in its contrasts of London fashion with rural simplicity, well described by the graphic pen of Macaulay, who tells us, "When the Court, soon after the Restoration, visited Tunbridge Wells, there was no town: but within a mile of the spring, rustic cottages, somewhat cleaner and neater than the ordinary cottages of that time, were scattered over the heath. Some of these cabins were movable, and were carried on sledges from one part of the common to the other. To these huts men of fashion, wearied with the din and smoke of London, sometimes came in the summer, to breathe fresh air and to catch a glimpse of rural life. During the season a kind of fair was daily held near the fountain, and the wives and daughters of Kentish farmers came from the neighbouring villages with cream. cherries, wheat-ears, and quails. To chaffer with them, to flirt with them, to praise their straw hats and high heels, was a refreshing pastime to voluptuaries sick of the airs of actresses and maids of honour."

As time were away, and the eighteenth century had fairly set in, many improvements were introduced into the town, and along that portion in the immediate vicinity of the springs tiles were laid, a grove of trees planted, and various buildings erected to further accommodate the ever-increasing tide of visitors. Each cure attained by any prominent member of the nobility speedily gained notoriety for Tunbridge Wells, until at certain seasons of the year many of the leading personages in London society were to be found at the Kentish health resort. Here might be seen various members of the reigning Royal Family, the first Duchess of Wellington, the Countess of Huntingdon, the great Earl of Chatham, Sir Joshua Roynolds the artist, Dr. Samuel Johnson the lexicographer, Colley Cibber the sculptor, Samuel Richardson the novelist. David Garrick the actor, Mrs. Thrale the authoress, Miss Chudleigh, and many other notabilities of the day. Over the stately company reigned a no less stately Master of the Ceremonies, who administered all the discipline of his petty court, and sought, if he did not command, universal respect and obedience; but of this semi-regal race possibly none approached, and certainly none ever excelled, Beau Nash, the autocrat of Bath, whose stylish equipage, drawn by six horses and accompanied by outriders and footmen, was once amongst the wonders of the Wells.

During the nineteenth century Tunbridge Wells has received so many important additions and improvements that it actually



THE NEW PUMP ROOM, TUNBRIDGE WELLS.

presents the appearance of a well-built modern town, although retaining all those features of timbered scenery and picturesque parklands that time alone can bestow. Undoubtedly the first attraction is the neighbourhood of the ancient Pantiles, still a fashionable promenade, where during the season visitors may listen to the strains of an excellent band while taking exercise or inspecting the contents of the fine shop-windows that line one side of the way.

At the end of the Pantiles, and facing Rusthall Common, is the ornamental elevation of the New Pump Room and Neville Club, which is supplied with an excellent reading-room and other handsome apartments for balls, concerts, and various entertainments.

While speaking of the Pump Rooms, we should remark that the waters are remarkable for their delicate combination of iron and saline particles, with a light but powerful tonic action on the system.



BAYHAM CHURCH, NEAR TUNBRIDGE WELLS.

An authority of some weight tells us that "the Tunbridge waters are strongest chalvbeates in England, and have been known from a very early period, those of Bath alone claiming higher antiquity. From the small quantity of saline constituents in the water, it may be considered a pure chalybeate; and although it is inferior to many Continental spas in the quantity of iron contained in it, yet its efficacy is by no means proportionably less; on the contrary, in the opinion of some writers it is for some classes of disease quite as valuable a remedy as the most

powerful of the Continental chalybeates." While much benefit can doubtless be derived by a regular course of the waters, it is, as a rule, far better to take them under the advice of some experienced local practitioner, whose personal knowledge of their peculiar characteristics must doubtless accentuate their remedial and restorative action.

The principal attractions of the district are the magnificent commons of Tunbridge Wells and Rusthall, their combined area comprising over 270 acres of splendidly breezy moorland, intersected by numerous paths and well-kept drives; while the higher elevations command magnificent and wide-spreading views. Amongst objects of interest are the celebrated Toad Rock, the Lion Rock, and the Parson's Head Rock—all of which are to be found on the

common of Rusthall. The romantic High Rocks are also well worth a visit; as are the Eridge Rocks, not far from Eridge Castle, the

seat of the Marquis of Abergavenny.

Other excursions affording endless sources of pleasure are those to Broadwater Forest and Down, the Happy Valley, Groombridge, Southborough, Bidborough, Pembury, and Frant; while those desiring more distant destinations can visit the old town and



PENSHURST, NEAR TUNBRIDGE WELLS.

castle of Tunbridge; Knole Park; Penshurst Place; Bayham Abbey and Church; Bodiam Castle; Goudhurst Hill; Crowborough Beacon; and other spots of antiquarian and scenic interest. But as our descriptive space is necessarily limited, the reader needing more detailed information may profitably consult "Pelton's Illustrated Guide to Tunbridge Wells."

The church dedicated to King Charles the Martyr is enriously

situated in no less than three parishes—namely, Tunbridge, where stands the communion table, Speldhurst owning the pulpit, and Frant having a claim to the vestry. Holy Trinity, St. Barnabas's, Christ Church, St. James's, St. John's, St. Mark's, St. Paul's, and St. Peter's, provide ample accommodation for members of the Church of England. The Nonconformist churches include edifices for the Baptist, Congregationalist, Countess of Huntingdon's Connection, Independent, Primitive Methodist, Roman Catholic, and

Wesleyan bodies.

Speaking generally, the principal public buildings are of modern design, and well adapted for their various uses. In the Calverley Road is the Town Hall, and opposite the railway station is the Public Hall, containing a large and convenient assembly-room, and excellent accommodation for the Tunbridge Wells Club. The town is also supplied with reading-rooms, lending libraries, and bathing establishments; also numerous high-class houses of business. Banking is conducted by Beechings, Hodgkin, and Beeching; the London and County Banking Company; and Molineux, Whitfield, and Company. A corn market is held on Friday. The General Post Office is in the Pantiles.

Ere concluding our notice we should remark that the surrounding country-side has many attractions for hunting men. The Eridge, and the West Kent Fox Hounds are the principal packs in the immediate district, but the meet of the Burstow and the Old Surrey Fox Hounds are also available by a ride of a few miles. Fine sport may likewise be enjoyed with the Surrey Stag Hounds and the Mid Kent Stag Hounds, both of which occasionally hunt in the neighbourhood. Amongst other recreative features of Tunbridge Wells are cricket matches on a beautifully-situated ground, football matches, and athletic sports. A fashionable Horticultural Show, usually held in July, and the autumnal Agricultural Show, are noteworthy annual events.

Tunbridge Wells possesses admirable railway facilities, some of the London expresses running within an hour. The railway station is supplied with a letter-box, a postal telegraph office, a bookstall, and refreshment-rooms on the up side, and an extra bookstall on the down platform. Cabs meet all trains. The leading hotels are the "Spa," the "Calverley," the "Wellington," the "Mount Ephraim," and the "Royal Kentish." The "Swan" and "Castle" are family

and commercial hotels.

The press is represented by the Tunbridge Wells Advertiser, the Tunbridge Wells Courier, the Tunbridge Wells Express, the Tunbridge Wells Gazette, the Tunbridge Wells Journal, and the Tunbridge Wells Standard.

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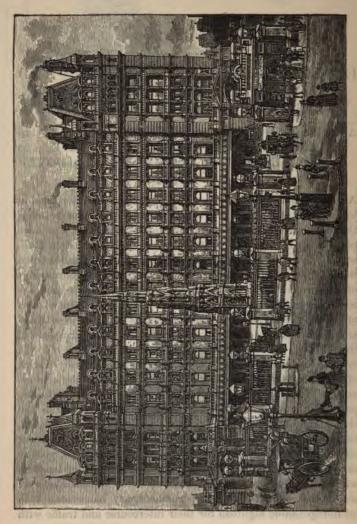


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Among the important iron roads which, extending from London to the coast, afford the first means of communication between the metropolis of England and the capitals of Europe, a premier place must certainly be allotted to the "South Eastern Railway." Since its completion to Dover in 1844 this well-known line has not only furnished a favourite route for the journeyings of numerous royal and titled personages, but has become exceedingly popular with the thousands who in these advanced days of the nineteenth century avail themselves of its express trains and swift boats in their frequent crossings and re-crossings of the English Channel. Another distinctive feature of the system has been its long identification with the daily transit of Her Majesty's Continental mail, and also with the conveyance of that huge consignment of letters, newspapers, books, patterns, and parcels which is weekly despatched from the General Post Office, via Brindisi, to Egypt, India, Ceylon, China, Japan, and Australia, and throughout the more distant colonial dependencies of the British Empire. Indeed, neither the well-travelled tourist nor the enterprising man of business will fail to recognise their indebtedness to the "South Eastern," seeing that its oft-traversed permanent way has become such an indispensable highroad for their intercourse and traffic with



CHARING CROSS STATION AND HOTEL. (From a Photograph by G. W. Wilson and Co., Aberde n.)

Continental nations. While many causes have contributed towards success, undoubtedly the punctuality of its well-appointed mail services via Dover, and the equally quickly-timed special express and swift short sea-passage via Folkestone and Boulogne—the latter reducing the journey by twenty-eight miles, and thus bringing Paris within eight hours of London—have been the principal factors towards an immense and still increasing European interest.

Within the present and succeeding sub-sections we purpose giving an outline of the Continental mail and express services to Paris, Brindisi, Bale, Brussels, and Cologne; and also their extensive ramifications throughout the principal countries of Europe; to notice the leading towns and other features of local interest which may be passed on our journey to the Kentish seaboard; and to supply full particulars of the special arrangements which exist at Charing Cross and Cannon Street for the information and accommodation of intending travellers. But before entering on the somewhat elaborate details involved by our task, we should summarise the valuable connections which, existing between the "South Eastern Railway" and the great trunk lines of the United Kingdom, enable passengers from the larger towns of England, Scotland, Wales, and Ireland, to travel with the utmost certainty and expedition to Paris and other European capitals, likewise to many attractive spots in various parts of the Continent.

Chief of the popular traffic corporations which traverse the busy Midlands, serve the mighty manufacturing counties of Lancashire and Yorkshire, and extend their lines towards Dublin, Belfast, Edinburgh, Glasgow, and other cities of the far North, is the time-honoured system of the "London and North Western Railway," by many better known for its partnership with the "Caledonian" in the popular "Royal Mail West Coast Route." The splendid trains of this wealthy company serve nearly all the more important populations,

including the vast cities of Liverpool, Manchester, and Birmingham, and the great towns of Wolverhampton and Leeds, while many of its expresses run in connection with the Irish and Scotch mails. The former series are in direct touch with the "Great Southern and Western," the "Midland Great Western," the "Great Northern of Ireland," the "Belfast and Northern Counties," and the "Dublin, Wicklow, and Wexford" railways, the principal trains of these companies connecting at Dublin, Greenore, or Belfast, with the "Royal Mail" and other swift steam-packets that sail to Holyhead, Fleetwood, or Larne, whence accurately-timed expresses proceed to Euston. The latter set of trains start from Inverness and Aberdeen, respectively the head-quarters of the "Highland" and the "Great North of Scotland" lines, whence, proceeding southward, they receive tributaries from the "Caledonian" system at Dundee, Perth, Stirling, Edinburgh, and Glasgow; then crossing the Border shortly before reaching Carlisle, travel via the Lake District, Lancaster, Preston, Wigan, Warrington, Crewe, Stafford, and Rugby, to Euston, usually pausing en route at Willesden Junction, whence local services afford connection with the "South Eastern Railway" at Waterloo. Passengers by Mr. David Macbrayne's steamers from the Western Highlands can also join these services at Glasgow. From Euston frequent omnibuses effect direct communication with Charing Cross, the principal terminus for the Continental expresses. Full particulars of this important system and its extensive affiliations will be found in the recently-revised "Official Guide to the London and North Western Railway," and in the time-tables of the respective companies.

Another highly popular route from Scotland is supplied by the "Midland," the "Glasgow and South Western," and the "North British" railways, their Scotch expresses from Edinburgh and Glasgow having wide connections throughout the Highlands. These trains, which also travel via Carlisle, receive accessions of passengers from Leeds, Bradford, Sheffield, Nottingham, and Leicester, and find their terminus at the fine station of St. Pancras. Two other series of trains emanating with the popular "Midland Railway" are the "Lancashire Expresses," which travel from Liverpool and Manchester via the Peak district of Derbyshire; and the "Yorkshire Expresses," starting from Bradford and Leeds, and running through Sheffield and Nottingham to London. From St. Pancras passengers are conveyed by special omnibuses to Charing Cross. Further details of this company's express and other services are supplied in the "Official Guide to the Midland Railway" and the official time-tables.

A third great highway from the far North is that provided by the oft-patronised "East Coast Route," initiated by the "Great Northern Railway," whose London terminus is, through its association with the vast systems of the "North Eastern" and the "North British" railways, brought into frequent and rapid communication with Edinburgh, Glasgow, and all parts of the Highlands. The express trains of these companies pass into Northumberland at Berwick-upon-Tweed, speeding through Newcastle-upon-Tyne, Durham, Darlington, York, Doncaster, Grantham, and Peterborough, to King's Cross. By a connection between the "Manchester, Sheffield, and Lincolnshire" and the "Great Northern" railways, passengers from Liverpool, Manchester, Huddersfield, and Sheffield are also accommodated with magnificent services of expresses; while the latter company provides similar special fast trains from Halifax, Bradford, Leeds, and Wakefield. Continental passengers may, by a cab-drive, reach Charing Cross or Cannon Street. Convenient local services are furnished by certain trains travelling from Finsbury and King's Cross to London Bridge, Blackheath, and Woolwich. Every information will be found in the "Official Guide to the Great Northern Railway" and in the time-tables of the associated companies.

The next great tributary of Continental passengers is furnished by the "Great Western Railway," one of the oldest traffic corporations of the United Kingdom, and possessing an extensive mileage, which from the south-western, the western, and the north-western counties converges at Paddington ter-The "Great minus, within easy reach of Charing Cross. Western" also occupies a somewhat unique position with regard to the "South Eastern Railway," having direct connections from the West, the North, and the Midlands via Reading, one of the busiest stations on its main route. Amongst the principal services of this company are the celebrated "Bristol and West of England Expresses," including those popularly known as the "Flying Dutchman" and the "Zulu," which, starting from Penzance, and receiving accessions from all parts of Cornwall, Devonshire, and Somerset, travel through Plymouth, Exeter, and Taunton, to Bristol, and thence by Bristol, Bath, and Reading, to London. A second express route from Cardiff and Newport is now available through the Severn Tunnel; while the long-established "South Wales and Irish Express," running from Milford Haven in connection with daily steam-packets from Waterford, proceeds via Swansea, Cardiff, Newport, Gloucester, and Swindon Junction, to London. Lastly, we should notice the fast trains from Birkenhead, Liverpool, Manchester, North Wales, Chester, and Shrewsbury, that come via Wolverhampton, Birmingham, Oxford, and Didcot Junction, to Reading and the metropolis; and also the facilities from the Channel Islands and Weymouth, via Chippenham. Much useful information relating to this large system and its connections in Ireland will be found in the revised editions of the "Official Guide to the Great Western Railway," and also in the time-tables of the system.

In many respects the "London and South Western Railway," having its headquarters at Waterloo Bridge, serves a similar district to the "Great Western," as some of its principal

expresses start from Plymouth and Exeter, but its lines in North Devon also reach to Barnstaple, Bideford, and Ilfracombe. From Exeter its West of England main line proceeds through Yeovil Junction, Salisbury, and Basingstoke, to Woking and London. The original provincial terminus of this company was at Southampton, whence passengers from the Isle of Wight and the Channel Islands still travel via Winchester to Waterloo. The later developments of this important corporation have been the express routes from Weymouth, Dorchester, Bournemouth, and the New Forest district; and also the short direct route from the eastern coast of the Isle of Wight, via Portsmouth and Guildford. Residents from all parts of this system travelling to the terminus at Waterloo, can, at the adjoining station of Waterloo Junction, join the local trains of the "South Eastern Railway," which, running into Charing Cross or Cannon Street, permit of immediate connections with the Continental expresses. Certain fast and ordinary trains to the Kentish coast pause at the junction. Further details are given in the "Official Guide to the London and South Western Railway," and also in the current time-tables.

The rich agricultural districts of Essex, Suffolk, Norfolk, Cambridgeshire, Northamptonshire, and Lincolnshire, rendered accessible by the widely-extending lines of the "Great Eastern Railway," are served by numerous expresses from Norwich, via Ely and Cambridge, and by other trains travelling via Ipswich and Colchester. Two other noteworthy services are the "North Expresses," starting from Doncaster and continuing their course through Gainsborough, Lincoln, Sleaford, Spalding, Ely, and Cambridge to Liverpool Street; and the fast trains from Yarmouth that proceed to their destination via Lowestoft, Ipswich, Colchester, and Chelmsford. Passengers arriving at Liverpool Street are within a short cab-drive of Cannon Street, and an omnibus starts every five minutes from the neighbouring station of Bishopsgate Street for the same destination.

Probably the most useful railway connection for Continental passengers residing in London and its immediate suburbs, is that supplied by the completion of the "Inner Circle" of the "Metropolitan" and "District" railways. The direct communication thereby secured with their respective systems, and their ramifications throughout the Metropolis, is available by means of the "Low Level Station" at Cannon Street, reached from the general platform by a subway. In addition to this, is a previously-named City service of omnibuses proceeding every five minutes to and from Bishopsgate Street station; while a similar arrangement for the West End is provided by omnibuses running every six minutes between Portland Road station and Charing Cross.

In addition to the large number of residents in London and the provinces who through some one or more of the foregoing means are enabled to join the Continental expresses starting from the Charing Cross and Cannon Street termini, we should not omit to mention the many thousands dwelling over the wide area of the "London and Suburban Services" described in our preceding section. In many cases it is possible to travel to Folkestone or Dover by ordinary trains, which allow time for passengers to join the boats; but the usual, and possibly the more preferable, course is to avail oneself of the trains to the City, and thence to depart by the special expresses which, with few exceptions, run without pause to the harbours at Folkestone or Dover, where the carriages are drawn up alongside the boats for Boulogne, Calais, or Ostend.

Having briefly summarised the extensive network of railways which are daily bringing their passengers for all parts of the Continent and the East, it now remains for us to offer a few practical suggestions which may be useful ere the commencement or during the continuation of a journey. It should, however, be remembered that every personal information and

assistance can be obtained on application to the special Continental Inquiry Office at Charing Cross. Full particulars as to routes, rates, and regulations, are published monthly in the "Continental Time Tables" of the "South Eastern Railway," which are procurable at the charge of one penny. In addition to information which is freely afforded at the London terminal stations, and at that of the "Northern of France Railway," in the Place Roubaix, Paris, it may be well to remark that the "South Eastern Railway" has a City office at 7, Moorgate Street, E.C.; and a West End office at 30, Regent Street, S.W.: while similar accommodation is provided in Paris, at 4, Boulevard des Italiens; in Brussels, at 46, Montagne de la Cour; and in Cologne, at 1, Friedrich Wilhelm Strasse. Through tickets can also be purchased at the agents to the company in Aix-la-Chapelle, Antwerp, Bonn, Brindisi, Calais, Cannes, Florence, Geneva, Ghent, Liége, Lucerne, Marseilles, Naples, Nice, Ostend, Rome, and Spa. Time-books and information are likewise furnished at Ancona, Bale, Berne, Coire, Genoa, Homburg, Milan, San Remo, Vienna, and Zurich. Travellers may likewise receive every information en route from Mr. T. G. Ledger, of Folkestone; from Mr. Henry Farmer, at the Quai Chanzy, Boulogne; and from the Interpreter Guard who accompanies the trains.

One of the greatest conveniences of modern Continental travel is the ability to procure through tickets from Charing Cross, Cannon Street, and certain offices of the "South Eastern Railway" for the principal destinations throughout Europe. Indeed, all Continental tickets, either single or return, issued for the short sea routes, are available by the "South Eastern" express trains and steamers; while those to and from Paris permit passengers to pause en route at Folkestone, Dover, Calais, and Boulogne, provided that the entire journey be completed within seven days; but holders of second-class cheap night service tickets are only allowed three days to reach

their destination. A reference to the "Continental Time-Book" will show not only the fares, but the various stations where passengers through France, Switzerland, Belgium, Holland, Germany, Austria, Italy, and Spain, are permitted to break their journeys. Passports, although valuable as a proof of identity, and ofttimes useful in procuring letters from a Poste Restante, also admission to picture galleries and other exhibitions, are not obligatory for British subjects in France, Belgium, or Holland; but are desirable in Switzerland, Austria, and Italy; and strictly necessary throughout Germany and Russia.

Presuming that the passenger is duly supplied with a ticket, the next duty of importance is to secure the through registration of luggage, which obviates examination en route, but can only be done provided that the traveller with his luggage and ticket are on the platform at Charing Cross fifteen minutes before the departure of the Continental express. Each through passenger is allowed 56 lbs, of luggage free of charge, the excess rates varying according to the route and destination. Although not strictly necessary, yet additional certainty of transit and freedom from all responsibility is secured by registration. No charge is made for registration, but in the case of luggage for Boulogne via Folkestone, passengers are required to pay sixpence per package for harbour dues, and one shilling for the same services at Calais. Especially is registration desirable when travelling by mail trains, as, should the boats or trains be late, the contracts with the General Post Office authorities only permit time for despatching the more important luggage, and that which is "registered" would in all cases take the precedence. Another good reason for registration is the fact that by certain trains on the Continent only such luggage can accompany the traveller. Customs examinations of registered luggage for Paris take place on reaching its destination; for stations north of Paris, at Calais or Boulogne; for Brussels and stations in Belgium and Holland,

at Mouscron, Blandain, or Ostend; for Swiss stations, via Luxemburg, at Bale; for German and Austrian stations, at Cologne, Eger, or Aix-la-Chapelle; and for Copenhagen, at Cologne or at its final destination. Luggage for England can be registered to Charing Cross, but if for Cannon Street it has to be passed by the Customs at Folkestone or Dover.

Amongst the minor but not unimportant details to be borne in mind, we may include the need of exchanging money for its equivalent in foreign or home currency, which, if not already done in London or Paris, may be transacted at the Harbour Office, Folkestone, or at the railway station in Calais. With regard to refreshments, we may mention that the special express services from London allow time at Folkestone, and twenty minutes for refreshments at Boulogne; while the duplicate trains from Paris permit a similar detention at Amiens. Superior hotel accommodation is provided at Folkestone, Dover, Cannon Street, and Charing Cross. Well-appointed cabs are in attendance at all these stations, and family omnibuses, to accommodate eight persons and to carry a commensurate quantity of luggage, can be obtained at any of the London termini by a previous order having been telegraphed or written to the station-master at Charing Cross.

Referring to the fine fleet of steamers owned by the "South Eastern Railway," we may remark that amongst the more recent additions have been three powerful and spacious vessels, known as the Mary Beatrice, the Albert Victor, and the Louise Dagmur. Each of these fast boats are most comfortably fitted, are well provided with deck and saloon cabins, and carry a stewardess. As a great demand exists for private cabins, they should be engaged early in advance by letter—if required for the outward journey, to be addressed to the Harbour Master, Folkestone; or when returning from the Continent, to Mr. Henry Farmer, Quai Chanzy, Boulogne. The packets named are reserved for the daily special express short

sea service between Folkestone and Boulogne, and are amongst the finest craft crossing the Channel. The Calais service is conducted by the efficient steam vessels belonging to the "London, Chatham and Dover Railway Company," the Empress and Victoria being amongst the more noteworthy boats; while the splendid steamers on the Ostend route are the property of the Belgian Government. We may remark that, in order to avoid delays in landing from the steamers, it is desirable for passengers to be prepared with that portion of their tickets which relates to the sea-passage.

Our attention should now be directed to the series of wellappointed express trains which are daily running between Charing Cross and Cannon Street and the coast. Not the least of their meritorious features is the means of electric communication between passengers, guard, and driver, the neat and efficient telegraphic apparatus employed being worked by a handle placed within each compartment. The principal expresses are supplied with lavatory-carriages, and saloons are attached for family parties without extra charge. Invalid-carriages are attached to the 8.40 a.m., the 10 a.m., and the 11 a.m. expresses to Dover and Folkestone, similar carriages being provided with the Continental trains. The larger French lines are supplied with coupes-lits, coupes-lit-toilettes, and lits salons, which can be used on payment of a slight extra charge. All trains on the "South Eastern" and the "North of France" railways are furnished with reserved compartments for ladies. A through interpreter-conductor accompanies the special expresses and boats from London to Folkestone, Boulogne. Amiens, and Paris; and another also travels with the corresponding train that starts daily from the French capital. Passengers arriving in, or departing from, France, should remember that French time, which is ten minutes in advance of English reckoning, is observed at all stations.

The Continental expresses starting from Charing Cross, in

all cases depart from platform Nos. 3 or 4; while at Cannon Street, platforms Nos. 4 and 7 are allotted to these important trains. The daily departures from Charing Cross commence at 8.40 a.m., by the despatch of the General Day Mail to Dover for the boat to Calais, whence the French Mail, leaving for Paris, arrives at the "North of France" terminus, in the Place Roubaix, by 5.40 p.m. This steamer is also in connection with the Belgian Mail to Brussels (North Station), arriving at 5.21 p.m., and making an excellent direct communication for Antwerp, which may be reached at 6.35 p.m. Although through tickets from London are not issued beyond Antwerp, yet the journey is continuous to Rossendael, Rotterdam, La Hague, and Amsterdam. After pausing at Brussels, the Cologne portion travels, via Aix-la-Chapelle, to its destination, which is reached the same evening, at 11.20. Here another connection is made, at 11.40 p.m., for Hanover, Magdeburg, Leipzig, and Dresden, with a through portion for Bremen and Hamburg, whence is a service to Copenhagen; while a midnight train from Cologne communicates with the Rhine district, via Bonn, Coblence, St. Goar, Bingen, Mayence, and Frankfort; also, via Darmstadt, with Aschaffenburg, Wurzburg. Nuremberg, Eger, and Carlsbad; via Bruchsal, with Baden-Baden; and via Bruchsal, Stuttgart, Munich, and Salzburg, with Vienna, The 8.40 a.m. also has connections at Calais with Dunkirk, via Gravelines; and with Roubaix and Tourcoing, via Lille. Through carriages will be found at Calais for Paris, Lille, Brussels, and Cologne.

At 10 a.m. the "Special Continental Express" to Paris which travels in conjunction with the Dover-Ostend Mail, leaves Charing Cross. This important and well-equipped train, which, in connection with a swift boat, and an express over the "North of France Railway," via Amiens, to Paris, conveys passengers to the French capital within eight hours, has, since its initiation, become recognised as one of the best Continental

departures from London. The steamer sails from Folkestone at 11.55 a.m.; while the corresponding express from Boulogne Quay, starting at 2.5 p.m., reaches Amiens at 3.57 p.m. (whence a train leaves for Rouen and Normandy at 5.32 p.m.), and then proceeds to Paris, which is reached at 5.57 p.m. This arrival permits passengers to dine in Paris, and then to continue their journeys by the evening rapide trains, or trains de luxe, via Orleans and Tours, to Bordeaux, Dax, Bayonne, Biarritz, Madrid, Lisbon, and Oporto; via Fontainebleau, to Vichy; via Lyons and Marseilles, to Toulon, Hyères, Cannes, Nice, Monaco, Monte Carlo, Mentone, Vintimille, and San Remo; via Mont Cenis, to Turin, Genoa, Florence, Rome, and Naples, also to Milan, Venice, and Brindisi; via Culoz, to Geneva; via Pontarlier, to Lausanne and Vevey, also to Neuchatel and Berne; via Belfort and Mulhouse, to Bale, Zurich, and Lucerne; via Strasburg, to Bale; and by the well-known "Orient Express," of sleeping, dining, and saloon carriages, travelling, via Strasburg and Stuttgart, to Munich and Vienna, whence, on Mondays and Thursdays, are departures for Buda-Pesth, Belgrade, Sofia, and Constantinople. Passengers for Switzerland by the 10 a.m. from London can break their journey for two hours in Boulogne, and then (at the Town Station) join the 4.4 p.m., which is provided with a sleepingcar, and travels, via Amiens, Tergnier, Laon, Belfort, and Porrentruy, to Bale, for Lucerne, arriving at its Swiss destinations, including Berne, early during the following morning. A connection with this express at Bale, permits a continuance, via St. Gothard, to the Italian Lakes, and also affords an alternative route to Milan and Venice; to Bologna and Brindisi; and to Turin, Genoa, Florence, Rome, and Naples.

The Ostend portion of the 10 a.m. from London runs alongside the Belgian mail-packet, which at once steams away for Ostend, arriving about 3.30 p.m., and transferring the day mail to the express that, via Bruges and Ghent, reaches

Brussels (North Station) at 6.19 p.m. At 7.4 p.m. an express (containing through-carriages for Bale and Milan) quits Brussels, and speeds, via Namur, Luxemburg, Metz, and Strasburg (whence is a branch to Friburg), to Bale. Here trains may be joined for Zurich, Coire, Berne, Friburg, Lausanne, Geneva, and throughout Switzerland; while the Brussels train continues its course, via Lucerne and St. Gothard, to Milan. The Cologne carriages do not enter Brussels, but are taken to their destination via Louvain, Liége, Verviers, and Aix-la-Chapelle. Cologne is reached at 11.20 p.m., and hence are departures throughout North and South Germany. During the winter season, say from November to March, the 10 a.m. conveys a special carriage to Dover in conjunction with a boat to Calais, where a train de luxe, composed of sleeping-cars and a dining-car, departs, at 1.30 p.m., direct for Nice, Ventimille, and throughout the Riviera, via the "Paris, Lyons, and Mediterranean Railway." Attached to this train is also a sleeping-car of the "Sud Express" via Paris for Bordeaux, Madrid, and Lisbon.

The next Continental express is the 11 a.m. from Charing Cross, being the "Paris and Brussels Express," which travels via Dover to Calais. A train, leaving the latter port at 2.55 p.m., arrives in Paris at 7.15 p.m., which is in time for many of the night-trains to the French, Italian, and Swiss provinces. Besides this, a fast train running, via Lille, for Roubaix and Tourcoing, communicates, about 7.54, with Brussels (South Station). But the more noteworthy feature of this mail is its identification with the "Swiss Express," which, departing from Calais at 3.5 p.m., travels, via Boulogne, Amiens, Tergnier, Laon, and Belfort, to Bale, where, as previously shown, connections may be made for all parts of Switzerland, Germany, the Black Forest, and the Rhine District; also, by St. Gothard, to the Italian Lakes, and throughout Italy. Through carriages will be found at Calais for Paris, Brussels, and Bale.

Two hours later witnesses the starting of the "Ostend Special Express," which, quitting Charing Cross at 1.5 p.m., is transferred to the steamer sailing at 3 p.m., and arriving in Ostend at 8.3 p.m. Awaiting this packet is an express with through carriages for Bruges, Ghent, and Brussels; also similar accommodation, supplemented by a sleeping-car, to Louvain, Liége, Verviers, Aix-la-Chapelle, and Cologne. Brussels (North Station) is reached at 10.56 p.m., and Cologne at 5.30 a.m. on the following day. At Cologne are several most valuable connections, and especially noteworthy is the "Vienna Express," composed of through carriages, leaving Cologne at 9 a.m., which runs via Mayence, Darmstadt, Wurzburg, Nuremberg, and Passau to Vienna, and enjoys the distinction of affording one of the quickest means of communication between London and the Austrian capital. Another departure for South Germany, the Rhine, and Bale, takes place at 6.5 a.m.; this train having through carriages for Bonn, Coblence, Frankfort, Heidelberg, the Rhine district, and Bale; while the "North German Express," at 8.30 p.m., conveys through carriages to Hanover, Brunswick, Magdeburg, Leipzig, Dresden. and Berlin.

One of the latest additions to the Continental Expresses is an afternoon service known as the "Club Train," or "New Limited Mail," being a magnificently-appointed first-class express, composed of luxuriously-furnished saloon carriages, that usually departs daily from Charing Cross—with the exception of Sunday—at 4.15 p.m. This train runs direct to Dover, where it is in connection with the "Calais-Douvres," a swift boat, which in about an hour crosses to Calais. Hence another train of saloon carriages and a dining-car immediately proceeds to Paris, arriving at 11.45 p.m., the Custom examination taking place en route.

Finally, in the evening, at 8.35 p.m., Charing Cross is again astir with Continental passengers, Cannon Street having, in addition to these, to deal with rapidly-accumulating mail-bags,

until, at 8.40, the "Continental Night Mail" steams away with its vast freight for all parts of Europe. The passengers and mails, duly embarked at Dover, are landed at Calais shortly after midnight, and at Ostend soon after three o'clock on the following morning. Trains of through carriages for the principal cities of Europe are here awaiting their loads. Quitting Calais at 1.0 a.m., Boulogne at 1.42 a.m., and Amiens at 3.42 a.m., the English mail arrives in the French capital at 5.40 a.m., and is soon distributed to its far-reaching destinations throughout southern France, Spain, and Italy. The northern French and southern Belgian letters are carried via Lillewhence are connections to Roubaix, Tourcoing, and Nancyand Tournay to Brussels; while the North Belgian, German, and Russian mails are also brought from Ostend to the same capital via Bruges and Ghent. The train of through carriages and sleeping-cars for Louvain, Liége, Verviers, Aix-la-Chapelle, and Cologne, is again made up at Brussels, and at 6.5 a.m. steams off to Cologne, the great railway centre for Germany. The express mail arrives shortly after eleven o'clock, and speedily discharges its cargo, which, in diminishing bulk, about 12 noon, is transmitted via Hanover to Brunswick, Magdeburg, Leipzig, Dresden, and Berlin, and thence to St. Petersburg; at 1.10 p.m. via Bremen to Hamburg for Copenhagen; and at 12.20 p.m. a train is despatched from Cologne, having through carriages for Bonn, Coblence, Mayence, Frankfort, Heidelberg, and throughout the Rhine district and the Black Forest to Bale. Probably one of the heaviest mails leaving London is that which is forwarded from the General Post Office every Friday evening, when the weekly Indian and Colonial despatches, comprising some hundreds of bags, with an aggregate weight of many tons, are made up and sent from Cannon Street by the 8.40 p.m. mail express. On this night only a supplemental special mail train starts from Calais, consisting of a first-class sleeping-car and the mails, which, taking precedence of all others, departs at 1.30 a.m. on Saturday, and, speeding onwards by day and night, crosses northern France, passes, but enters not into, Paris, sweeps over the southern provinces, pierces the Alps at Mont Cenis, crosses northern Italy, and then rapidly skirting the shores of the Adriatic, reaches its destination at Brindisi, 1,460 miles from London, at 1.15 a.m. on Monday, when the passengers and immense mail are immediately transferred to the splendid steamer of the "Peninsular and Oriental Steam Navigation Company," that at once sails for India, China, and the Colonies, via the Suez Canal. Ere turning from our outline of the Continental departures, we should not omit to notice the convenient and "Cheap Night Services" via Folkestone and via Dover, allowing second and third class passengers not only to avail themselves of the short sea-passages, but also to economise the hours of daylight.

Presuming that we have joined the special "Continental Express" or the "Royal Mail" from Charing Cross and Cannon Street to Folkestone or Dover, we propose briefly to mention the principal features of interest passed on their rapid journeys, and also to describe the localities en route which are served by other fast or ordinary trains. Leaving the West End terminus we cross the Thames, viewing on our right the Houses of Parliament near the towers of Westminster Abbey; while to the left, on the Victoria Embankment, stands the head-quarters of the Inland Revenue Departments, Somerset House. Very soon we pass through Waterloo Junction, on the Surrey side of the stream, and then by a gradual curve again approach and re-cross the river to Cannon Street Station, there receiving the mails and our quota of passengers from the City.

Having had an engine attached to the opposite end of the train—which contingency should be remembered when securing seats at Charing Cross by those who wish to complete their journey facing the locomotive—we are drawn out of the City terminus, and, speeding away through London Bridge, quickly

clear long lines of factories and other buildings, in the midst of which is Spa Road, a station serving the busy leather and manufacturing districts of Bermondsey. Thus far we have been travelling over the metals of the old "London and Greenwich Railway," one of the first lines projected from the metropolis, and opened in December, 1838, but long since merged in the "South Eastern." Although only 33 miles in length, its construction throughout, on a brickwork viaduct of 878 arches, entailed an extraordinary expenditure of £733,333. About two miles from London Bridge we notice the "South London" line bearing away on our right, and shortly after part company with the original main line of the "South Eastern Railway," opened in 1842, and still used for its direct trains to Croydon, Reigate, Dorking, Guildford, and Reading. Crossing the "East London" road and the Surrey Canal, we soon reach the point where the Greenwich route diverges to the right; while the express, hastening onwards through New Cross, comes to St. John's, whence the Blackheath and Woolwich trains run eastward. Here we enter upon the "Tunbridge Direct" line, which since its completion in 1868, having shortened the main route to the coast by some thirteen miles, now affords a valuable and well-laid permanent way for the principal expresses. Passing through the populous suburbs of Lewisham, we cross the "Mid Kent" branch for Beckenham, Hayes, and Croydon, and a few minutes later perceive the "North Kent" main line for Gravesend, Strood, and Maidstone, diverging towards Lee on the left.

Fairly clear of town, the express hastens by Grove Park, whence a short branch affords direct access to the pleasant little Kentish town of Bromley, and soon passes by the charming residences and picturesquely-wooded slopes of aristocratic Chislehurst, once the favourite English home of the late Emperor Napoleon III. and the Empress Eugènie. After passing Orpington, a rural station not far from St. Mary Cray, on our

left, we run by CHELSFIELD, whence long cuttings through the glittering chalk extend nearly to HALSTEAD. Through another tunnel piercing the chalk hills, we reach a wide open valley, bordered by lofty downs, where to the left lies the village of Otford, in the Middle Ages the site of a palace belonging to the Archbishops of Canterbury. Onwards by DUNTON GREEN, with its branch on the right to Westerham, we cross the tiny stream of the Darent and rapidly approach the beautifully-timbered heights that surround SEVENOAKS, one of the most delightful residential districts within a short journey of London. Still pressing forward through ranges of quarried sandstone, we leave all behind in the recesses of Sevenoaks Tunnel; then flashing by HILDENBOROUGH we soon discern ahead on our left the clustered buildings and church tower of ancient Tunbridge. Spanning the infant Medway, we join the original main line via Redhill, which approaches on our right, shortly before. with slightly-slackened pace, we pass through TUNBRIDGE JUNC-TION, whence the Tunbridge Wells, St. Leonard's, and Hastings line extends southward; while westward are the metals to Reigate, Dorking, Guildford, Aldershot, and Reading.

We now enter upon the ever-beautiful Weald of Kent, the native county of worthy William Caxton, the father of English printing, a vast undulating expanse of fertile farming land, bounded by the North and South Downs, and formerly covered with miles of forest, but now better known for golden cornfields, emerald pastures, fruitful orchards, and graceful hop-gardens. Scattered amongst such picturesque scenery are comfortable homesteads, surrounded by the substantial farm-buildings, hop-oasts, and well-stored stack-yards characteristic of the more prosperous Kentish yeomen. About five miles from Tunbridge we reach Paddock Wood Junction, through which, in September, 1844, was opened the first railway communication with Maidstone. The branch line ex-

tends through the picturesque Medway Valley by Yalding, to Wateringbury, a large village, especially famous for its oldestablished brewing interest, in connection with which the Phœnix Brewery of Messrs. Frederick Leney and Sons has an excellent and widespread reputation. By East Farleigh, and Tovil, we now approach Maidstone, ten miles from Paddock Wood, and also reached from Charing Cross and Cannon Street by the direct expresses via Gravesend.

Continuing our express course eastward, we pass on our right the red-brick village and large parish church of Marden, and in a few minutes speed by Staplehurst, where in connection with the train services are frequent omnibuses to and from

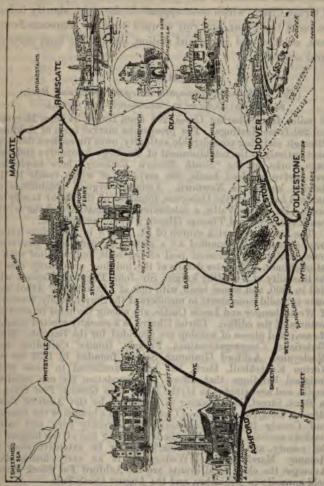
CRANBROOK.

a quaint little market town of some four thousand inhabitants, six miles from Staplehurst, and generally considered to be the capital of the Kentish Weald. During the Marian and Elizabethan era the cloth manufacture, established here by Flemish refugees of the fourteenth century, had become the staple of much local prosperity, the manufacturers and landed proprietors (then distinguished as the "grey-coats of Kent") owning considerable influence. In those days Cranbrook was the scene of bitter controversies between the persecuted Anabaptists and Sir John Baker, Recorder of London, Attorney-General, Chancellor of the Exchequer, and the intolerant emissary of Queen Mary; an old chamber with barred windows, yet visible in the porch of the parish church, owning an unfavourable notoriety as a prison for his unconvinced, but unfortunate, opponents. An even more remarkable evidence of the strong Nonconformist opinions long successfully maintained even by the Episcopalian inhabitants is the existence in the parish church of a large baptistery for the immersion of adults, constructed in 1725 by the Rev. John Johnson, then Vicar of Cranbrook, well known to theologians as anthor of "The Unbloody Sacrifice." Probably, next to the interesting memorials of the remarkably handsome Perpendicular church, the greater interest of the town is centred in the ancient Grammar School, founded by Samuel Lynd in 1594, and favoured with a special charter from Queen Elizabeth. The buildings, having received considerable additions, now afford superior accommodation for about two hundred boys; and the course of instruction, embracing both classical and modern sides, prepares

pupils not only for professional life and the Universities, but also for mercantile appointments, and positions in the navy, army, or Civil Service. Within short and pleasant drives are the ruins of Sissinghurst Castle, once an immense Tudor mansion raised by the before-named Sir Richard Baker during the reign of Edward VI.; and Glassenbury, an interesting moated manor of the Roberts family, here established for some five centuries.

In addition to the parish church of St. Dunstan's, Cranbrook is supplied with places of worship for the Baptist, Calvinistic, and Congregational churches. In High Street are the General Post Office and a branch establishment of the London and County Banking Company. A fortnightly corn and hop market is held on Wednesday. The "George" and the "Bull" are the principal hostelries.

Still onwards speeds the "Continental Express," affording on the left a wide rural landscape, and presently by watching closely on our left we may, while sweeping by the parish church of Headcorn, which stands near the line, catch a glimpse of a shattered oak, some forty feet in girth, which for centuries has afforded its shade at the churchyard gate. At HEADCORN, in connection with ordinary trains, is a conveyance to Sutton Valence-where is an excellent foundation Grammar School-and Langley; also omnibus services four times daily to and from Biddenden, High Halden, and Tenterden, the latter a thriving little municipal and agricultural market town some nine miles from Headcorn. Smarden and Rolvenden can also be reached from Headcorn. Shortly we notice on rising land to our left the church and village of Pluckley. pass some extensive brick and tile works, and soon sweep by Pluckley station, about two miles from Surrenden Dering, for more than eight hundred years the beautiful ancestral home of the Derings, several of whom are commemorated by curious monuments in the family chapel attached to the parish. church. Shortly we discern the finely-timbered park of Hothfield Place, the seat of Lord Hothfield; and then, after a very slight break, see the verdant slopes of Godinton Park, for many centuries the residence of the Tokes, an ancient Kentish



ROUTE MAP II. - ASHFORD TO DOVER AND MARGATE.

race, whose memorials may yet be seen in the parish church of Great Chart, which soon appears to the right, shortly before we cross the Stour, and run onward towards Ashford Junction, a large and important station, serving the busy agricultural centre of

ASHFORD,

(For Canterbury, Ramsgate, Margate, Deal, and Rye),
Fares-1st, 7/6; 2nd, 5/-; 3rd, 3/1. Return-1st, 11/-; 2nd, 7/6; 3rd, 5/-.

56 miles from Charing Cross, 20½ from Dover, 34 from Margate, and 26½ from Hastings. The prosperous market town of Ashford, although claiming considerable antiquity, owes its modern development entirely to the establishment of the large locomotive and carriage works of the "South Eastern Railway," here employing over twelve hundred hands, the majority of whom reside in the district known as Newtown. Amongst bygone notabilities of Ashford have been the Osbornes, founders of the ducal family of Leeds; Dr. John Wallis, a celebrated mathematician of the seven-

teenth century; and Thomas Glover, a Tudor antiquarian.

The handsome parish church of St. Mary's is a spacious cruciform structure, surmounted by a stately Perpendicular pinnacled tower containing a musical peal of ten bells, and supplied with a set of chimes. The later details of the building are mostly due to the liberality of a wealthy knight, Sir John Fogge of Repton, who died in 1490, and whose tomb, with that of a Countess of Athol, and some splendid monuments to members of the Smyth family, formerly of Westenhanger and Leeds Castle, are among the most interesting features of the edifice. Christ Church is a recently-erected chapelof-ease; and places of worship are provided for the Baptists, Bible Christians, Congregationalists, Friends, Roman Catholics, and Weslevans. Ashford Grammar School, founded in 1635 by Sir Norton Knatchbull, Bart., has been transferred to some welldesigned buildings that afford accommodation for one hundred pupils, and are situated in Hythe Road. The General Post Office is in Bank Street, and banking is conducted by the Ashford Bank (Messrs. Pomfret, Burra, and Company) and a branch of the London and County Banking Company. The weekly corn and cattle markets are held on Tuesday, the latter being one of the largest in the county, and especially remarkable for its extensive show of Romney Marsh sheep. Wednesday is an early-closing day. Amongst the chief local events are the Ashford Fat Stock Show. held annually in December, and the August Lamb Fair.

Undoubtedly the principal interests of Ashford Junction, for

the travelling public, are connected with its central traffic position on the main mail line to Hythe, Sandgate, Shorncliffe, Folkestone, and Dover. Two other highly important services also emanate from this station—the one being the direct express route to Canterbury, Whitstable, Sandwich, Deal, Ramsgate, and Margate; while the other, which possesses valuable connections with trains from London, Margate, and Dover, extends in a south-westerly direction to Rye, Winchelsea, and Hastings and en route communicates with another branch service for Lydd, New Romney, and Dungeness. The through line to Hastings was completed in June, 1851, and extends by way of HAM STREET and across the Royal Military Canal to APPLEDORE, whence are two coach services daily for Tenterden. Hence, too, a branch, opened in December, 1881, passes through the rich sheep-grazing districts of Romney Marsh, comprising 45,000 acres of pasture land, by BROOKLAND, to the quaint little agricultural municipality of LYDD, possessing a handsome Gothic church, remarkable for its fine Perpendicular tower and various Early English and Decorated details. The interior is noteworthy for numerous ancient memorials, including some interesting brasses. A railway extension of another four miles communicates with DUNGENESS, a jutting point of land, which for over a century has formed the site of a lighthouse, divides the well-known Channel anchorages of the east and west bays, and is but twenty miles from Cape Grisnez, the nearest point of France.

A short branch has since June, 1884, afforded communication from Lydd to New Romney, now about a mile from the shore, here known as *Littlestone-on-Sea*, a pleasant marine resort, having excellent sands and desirable sites for seaside villas. New Romney, formerly a place of some importance, contains in its Guildhall many valuable documents and charters relating to the Cinque Ports, of which the town is a member. The parish church possesses a stained memorial window to the ill-fated emigrants and crew of the *Northfleet*, which was run down, and sank off this coast,

in January, 1873.

The continuation of the direct line from Appledore extends for about seven miles towards the banks of the river Rother, crossing which we enter the county of Sussex, and reach the ancient Cinque Port and market town of Rye, the seat of a Custom House, and a prosperous centre of shipping and agriculture. The old town, abounding in narrow streets and quaint remains of bygone dignity, has in its curious Ypres Tower, the Land Gate, and an imposing Gothic church, many features of interest to the antiquarian. Much the same may be said for the quiet little old-world village or tiny town of Winchelsea (not far from Camber Castle, and approached

from the succeeding station), it being most remarkable for its relics of what was once an extensive town of broad thoroughfares, religious houses, fine churches, and stately buildings. Of these, the Strand Gate, the Land Gate, and the New Gate, with the exquisite Decorated parish church containing some choice monuments, are the prin-



OLD GATEWAY AT WINCHELSEA.

cipal remains. In the grounds of the Friars (viewed by permission on Mondays) are some beautiful thirteenth-century monastic ruins. After clearing the next station, Ore, whence we may ramble to Fairlight Downs, and such romantic spots as the Lover's Seat and the Dripping Well, our trip terminates at HASTINGS.

Ashford Junction is furnished with a wall letter-box, a postal telegraph office, a bookstall, and refreshment-rooms, on the down platform; while on the up side are a bookstall and refreshment-

rooms. An omnibus attends all trains. The "Saracen's Head" is the leading hotel.

The press is represented by the Kent Examiner and the Kentish Express.

Although we have described Ashford, with the Rye and Hastings extension, in their due position in relation to the main line, yet no pause is made by the Boat train, which, after steaming through the junction, leaves the Hastings branch bearing to the right, by the Company's locomotive and carriage work-

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shops; while on the left diverges the Margate line. Very soon we pass Smeeth, and notice on our right the ivy-mantled ruins of Westenhanger House, reputed to have been a hiding-place for Rosamond de Clifford, the beautiful mistress of Henry II.; then, hasting by Westenhanger, perceive the substantial mansion of the Deedes family, not far from Sandling Junction, where a brief pause made by the principal expresses affords a direct service from town for the rising watering-places of Hythe and Sandgate.

The local trains from Sandling Junction departing through charmingly-wooded scenery, run close to the old fortress of Saltwood Castle, rebuilt in the fourteenth century by Archbishop Courtenay, and recently subject to a thorough restoration. It will be remembered as the spot where, on the 28th of December, 1170, the four knights of Henry II. plotted the murder of Thomas à Becket. About the same time we suddenly gain, far below us, a magnificent prospect over the blue waters of the English Channel, and notice the ancient parish church of Hythe, overlooking the clustered houses that through the valley lead down to the sea-front. Here is the "Seabrook Hotel," a handsome and well-appointed establishment standing within its private grounds of eight acres, and forming one of the most delightful spots for a quiet seaside holiday to be found on the coast of Kent, being reached from the station at

HYTHE.

Fares from Charing Cross-1st, 16/9; 2nd, 11/2; 3rd, 5/8. Return-1st, 27/6; 2nd, 18/8; 3rd, 11/4.

67 miles from Charing Cross. The ancient Cinque Port and municipal town of Hythe occupies a delightfully picturesque and well-wooded site overlooking the ocean, here bordered by a clean shingly beach. Its dry soil and sheltered aspect, combined with an excellent sanitary system and a good water-supply, are annually causing an influx of high-class visitors to this select yet unconventional watering-place, which is within easy reach of charming rural rambles and long country drives. A splendid sea-wall and parade has been constructed towards Sandgate and Folkestone, and amongst special

arrangements for the convenience of visitors we should include the

well-appointed bathing establishment.

Chief amongst the most striking remains of old Hythe is the imposing parish church of St. Leonard's, a noble cruciform edifice, containing numerous examples of Norman work, and especially remarkable for its elegant Early English chancel, curious and spacious crypt (where are stored numerous human skulls and other bones, presumed to be remains of early British warriors), some ancient monuments, a splendid carved marble reredos, and several stained memorial windows. The Congregationalists and Weslevans have also their respective places of worship. One of the principal Government institutions of the district is the celebrated School of Musketry. In the High Street is the General Post Office, and here also is a branch of the London and County Banking Company. The "Seabrook" is the leading hotel.

The continuation of the branch railway from Hythe affords pleasing sea views, and extends towards

SANDGATE,

Fares from Charing Cross-1st, 17/3 2nd, 11/6; 3rd, 5/91. Return-1st, 28/9; 2nd, 19/3; 3rd, 11/4.

681 miles from Charing Cross. Amongst the smaller and more select bathing-places on the Kentish coast, Sandgate deservedly occupies a high rank, not alone for its delightful shingle beach and long sea front, but also on account of the attractive rural excursions which are within easy reach. Adjoining the railway station, and extending for some distance along the cliffs, is Shorncliffe Camp. which since 1855 has formed one of the most important military stations in the kingdom, accommodating detachments from all branches of the service, the total number of troops here encamped or in barracks generally comprising between three and four thousand men. Here, too, commences the Royal Military Canal, affording

excellent fresh-water boating and fishing.

The little town, which occupies a sheltered site at the foot of the cliff, consists of one main street running parallel with the shore, which is supplied with seats, bathing-machines, and boats. The western suburbs consist of terraces or detached villa residences, usually occupied by visitors during the season, which is at its height from July to September, although Sandgate is charmingly quiet both in May and October, while in consequence of its southerly aspect, combined with bracing sea breezes, it likewise enjoys a well-merited reputation as a salubrious winter health-resort for invalids. The parish church is a modern edifice; and there are chapels for Congregationalists and Wesleyans. The Gough Coffee Tavern, in the High Street, is so called in honour of the late John B. Gough, an eminent temperance advocate of the United States, who was born at Sandgate in 1817, and laid the foundation-stone of this building when visiting his native place in 1879. The General Post Office is in High Street, where also is the banking establishment of Jenner and Company. The "Royal Kent" and the "Royal Norfolk" are the leading hotels.

Returning to Sandling Junction, we now follow the coastward course of the express, and soon perceive the new Elham Valley line diverging on the left towards LYMINGE, ELHAM, BARHAM, BRIDGE, and CANTERBURY, thus affording a valuable means of direct communication between the fashionable marine resort of Folkestone and the ancient metropolitical city of Kent. In a few minutes we come to SHORNCLIFFE CAMP, a handsome modern station supplied with a wall letter-box, a bookstall, and refreshment-rooms, on the upplatform; a postal telegraph office and a refreshment-room being also on the down side. Passing RADNOR PARK, which is most conveniently situated for the west end of Folkestone, we now cross the lofty Ford Viaduct, composed of nineteen arches, having a combined length of 758 feet, ere pausing at FOLKESTONE JUNCTION. After running forward for a few hundred yards, our engine is reversed, and by a gradual decline the Boat train descends to FOLKESTONE HARBOUR, whence passengers can at once embark on the fast steamer for the short sea passage to Boulogne, or proceed to any part of

FOLKESTONE,

Fares from Charing Cross—1st, 18/6; 2nd, 13/6; 3rd, 6/-. Return—1st, 33/-; 2nd, 22/6; 3rd, 12/-. Fares by Mail and Boat Expresses—1st, 20/-; 2nd, 15/-. Return—1st, 33/6; 2nd, 23/-. Cheap Daily Return Tickets are also issued to and from London.

72 miles from Charing Cross, 33 from Margate, 29 from Ramsgate, 16 from Deal, 6 from Dover, and 18 from Canterbury, via Elham. Also 29 from Canterbury, 41 from Hastings, 46 from Tunbridge Wells, and 107 from Reading, via Ashford Junction. It would be difficult in a long tour round the English coast to find so salubrious, so fashionable, and, withal, so cheerful a watering-place as Folkestone, and this we affirm without hesitation, for although this

beautiful marine resort needs not panegyric, warm culogium is undoubtedly well deserved. Excellent railway facilities, good hotels, superior boarding-houses, and several first-class business establishments, are supplemented by numerous local attractions and a fair round of amusements. But, as our space is all too limited, we dare not multiply merely prefatory remarks, and, therefore, turn at once to our task, taking Folkestone for our subject and the sum and substance of our remarks, merely noting en passant that those all-important, but possibly too little-thought-of, essentials to good health and perfect enjoyment, viz., an abundant water-supply, an excellent system of drainage, dry soil, and pure bracing air, are marked characteristics of this charming seaside town, which as a place of residence or occasional sojourn is thoroughly appreciated by connoisseurs of climate, and ofttimes prescribed as a place

of sojourn by leading members of the London Faculty.

The ancient Cinque Port of Folkestone, once the seat of a Saxon nunnery founded by St. Eanswythe, later still the site of a Norman Benedictine priory, and for many centuries the home of fishermen and mariners who too often made greater gain by the unlawful but exciting vocation of smuggling, cannot claim to have taken so eventful a share in English history as the neighbouring port of Dover, but has obtained widespread notoriety as the birthplace of that eminent physician Dr. William Harvey, who nearly three centuries since acquired undying medical fame by his discovery of the circulation of the blood. Very fitly has his fame been kept green in Folkestone by the erection of a noble bronze statue in Langhorne Gardens, facing the Lees; while another noteworthy memorial is a splendid stained-glass window inserted in the parish church as the results of a subscription amongst members of the English medical profession. It was not until the completion of Telford's harbour in 1809 that Folkestone offered the necessary accommodation of a seaport, but even this proved a failure until an additional impetus was afforded in 1843 when the "South Eastern Railway" fixed on the town as the headquarters of its extensive Continental packet service to Boulogne, thus initiating a career of prosperity which, without intermission, has steadily held on its way.

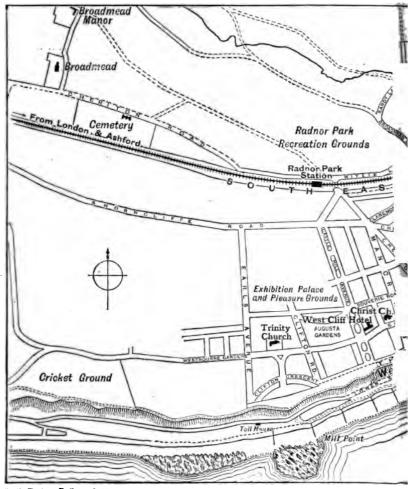
Although Folkestone is generally considered to be an invigorating seaside resort, certain portions are remarkable for their sheltered aspect on the lower slopes of the lofty chalk downs here bordering the Kentish coast and ensuring absolute freedom from the colder and more searching winds, while the south-westerly aspect of the long sea-front affords almost the perfection of direct ocean-breezes for invalids. Undoubtedly much of the rapid rise and progress of Folkestone's popularity is due to the natural advantages of its position, albeit these have been most admirably supplemented by



THE LEES, FOLKESTONE. (From a Photograph by Poulton & Son, Lee.)

the arrangements of the modern town, and especially those of its two principal marine promenades. The incomparable Lees, noteworthy for its wide carriage drive, 1,115 yards in length, its verdant lawns, and its asphalte parade well supplied with comfortable seats, is lined by handsome residences, and affords magnificent views seawards towards the coast of France; while across the broken heights, covered with refreshing verdure, are numerous winding paths and flights of steps leading to the broad shingly beach, the pier, the baths, and the grand open sea. At the foot of the cliffshere a rugged range of sloping broken ground, picturesquely planted, ever green, ofttimes golden with flowering gorse, and abounding with shady nooks and tempting resting-places-runs the Lower Sandgate Road, its length of nearly two miles furnishing a truly charming stretch for walking or driving. Visitors and invalids incapable of much exertion will find that the hydraulic lift, which ascends and descends the cliff front at a spot opposite to the Victoria Pier, is a most convenient and pleasant mode of transit between the upper and lower promenades. It is almost needless to remark that on the shore is an excellent and well-appointed bathing establishment, a club-house for boating-men, and every facility for seaside enjoyment; while those who prefer strolls stretching farther seawards may avail themselves of the new pier, fitted with a handsome pavilion used for concerts and dramatic entertainments, or resort to the harbour extension, which at certain times of the day affords much interest from the busy scenes that signalise its vicinity during the arrival or departure of the Boulogne boats. An excellent band performs twice daily on the principal promenade.

Ere passing from the theme of special attractions for visitors. we should recall the delightful ocean trips and short circular tours' available through the steamers to Boulogne and Calais; nor fail to remember that lovers of rural scenery will find Folkestone peculiarly rich in its facilities for those short excursions by railway which form such agreeable variations to the course of a seaside sojourn. Thus within daily return journeys the tourist may visit the proud fortress of Dover Castle, or can reach Walmer, Deal, Ramsgate, and Margate-not forgetting old-world Sandwich, with its fine golfing links; westward are the picturesque villages of the Kentish Weald, and the romantic scenery of Tunbridge Wells; while northward the recently-constructed Elham Valley line has opened up a picturesque route to world-renowned Canterbury. Amongst many delightful destinations for drives or picnic parties are Saltwood Castle, the ruins of Studfall Castle, and the Romney Marsh district; while the celebrated view-points of Cæsar's Camp, Sugar Loaf Hill, and Folkestone Hill (over five hundred feet above the sea), with the charming surroundings of the Warren, and that



South Bastern Bailway Guide.



Medal from Melbourne International Exhibition. First Order of Merit. 1888.



Medal from Antwerp International Exhibition.



Medal from Adelaide International Exhibition. First Order of Merit. 1887.

E. HILLS & SONS,

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Tontine Street, FOLKESTONE.

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GRAND CENTRAL CAFÉ

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16, SANDGATE ROAD, FOLKESTONE.

This high-class Restaurant has been lately built and is furnished with every comfortable appointment. The Menu comprises the utmost attention to the requirements of Visitors and Residents, with moderation in the charges or tariff.

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BREAKFASTS, LUNCHEONS, DINNERS, &c. &c., AT ALL HOURS.

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CARLO MAESTRANI, Proprietor. [69]

favourite rendezvous of fossil collectors, East Wear Bay, are within the limits of a long walk. The pretty ornamental gardens of Radnor Park also form a capital recreation ground. Neither should we forget that the extensive works of the Channel Tunnel—already, under the auspices of Sir Edward Watkin, Bart., M.P., successfully carried some distance under the sea, but now suspended by an order from the Board of Trade—are within a few miles of Folkestone.

The extensive grounds of the Folkestone Pleasure Gardens, which occupy the site of the Exhibition of 1886, are now at once the



THE PAVILION PLEASURE GARDENS, FOLKESTONE.

rendezvous of fashionable society and the resort of those who seek to while away a pleasant hour or two in the enjoyment of high-class amusements. The magnificent glass pavilion used for the Exhibition, and erected at a cost of more than £16,000, having been left standing, has, in the hands of an enterprising Board of Directors, owning the Earl of Radnor for its chairman, A. H. Gardner, Esq. as solicitor and secretary, and Mr. Rowlands as manager, been considerably altered and adapted to its present purposes. The main avenue, transformed into a hall of handsome proportions, is used for high-class theatrical entertainments, vocal and instrumental concerts, and public assemblies; and is frequently visited by the leading London and provincial companies. It is comfortably seated, heated in winter by hot water, screened from the draughts by curtains, possesses excellent stage and scenic accommodation, and is approached by a spacious entrance-hall, fitted with seats and lounges, decorated with tree-ferns and exotic plants, and flanked by a refreshment-buffet, cloak-rooms, and lavatories. On either side of this hall are extensive glass-covered courts, which in wet weather or in the winter may be used for tennis, badminton, or roller-skating, and through which the visitor may approach the well-laid-out grounds, affording facilities for a variety of outdoor amusements. The undertaking being under able management, is undoubtedly a great boon to those residents and visitors who appreciate the pleasures of good society and that semi-privacy in their recreations which they cannot enjoy in the more public grounds and parks. There is



THE ROYAL PAVILION HOTEL, FOLKESTONE.

an excellent lawn tennis club connected with the Pleasure Gardens

Company.

The quaint, narrow, and steep High Street is a unique example of old Folkestone, which now appears well-nigh replaced by the rapid growth of the newer and upper town. Undoubtedly, next to the abundance of superior residential massions and villas which have offered so many inducements to families of the higher classes seeking a marine home, the excellence of the family hotels and boarding-houses has greatly furthered the general extension of Folkestone.

In a sheltered and agreeable position, within easy reach of the sea-shore, and quickly accessible from the Harbour Station and all parts of Folkestone, is the well-known "Royal Pavilion Hotel," which has long been a favourite spot for an occasional or prolonged sojourn with travellers between England and France. Few of the many high-class family hostelries that abound on the southern coast

can equal, and certainly none can surpass, the quiet refinement and undeniable comfort which, under the courteous control of the proprietor, Mr. G. Spurgen, greets us at the "Pavilion." From a cheerful entrance-hall extend long crimson-carpeted corridors, affording access to the fine table d'hôte saloon, coffee room, reading room, and other public apartments; while on the first floor is a ladies' drawing room, spacious, well-furnished, and commanding a charming marine view. The same air of cosiness, combined with elegant appointments, pervades both the numerous sitting rooms and bed rooms in all parts of the establishment, but the attraction par excellence is the exquisite Winter Garden, a unique floral half or crystal palace, 168 feet in length, well provided with easy seats and tiny tables, amidst a veritable treasure-land of luxuriant vegetation, well-grown plantains, noble tree ferns, and an endless variety of graceful foliage, affording pleasing contrasts to a wealth of particoloured blossom. The adjoining lawns, which with many attractions for visitors afford every facility for that favourite and healthful recreation, lawn-tennis, are frequently enlivened by the strains of a military band.

Another highly-to-be-commended family hostelry, standing within its own grounds, about equi-distant between the Harbour and Shorneliffe stations, and but a few minutes from Radnor Park, is the popular and select "West Cliff Hotel," which has been honoured by royal patronage, and is under the experienced personal management of the proprietor, Mr. C. Lord. Its elevated and fashionable situation close to the Lees, its handsomely-furnished public and private apartments, and its generally excellent accommodation and cuisine attract a large and distinguished clientèle. The "Queen's Hotel," occupying a central and pleasant position at the entrance to the Sandgate Road, is likewise a handsome and imposing building, very comfortably furnished, and under able

management.

Nor should we forget to speak a few good words in favour of the two private family establishments—"Bates's Hotel," West Cliff Gardens; and "Longford Hotel," on the Lees—both of which are ably conducted by Mr. G. L. Hart. The former is situated in its own beautiful grounds, and has a very fine sea-view; the latter is in the best position on the sea-front. These establishments having no public rooms of any sort, offer to their visitors the attractions of absolute and home-like privacy, together with the advantage of every comfortable appointment and excellent attention. For these reasons they have for many years been the favourite resort of the English nobility and gentry, who seem to appreciate them as they would their own seaside houses. To those who enjoy the gaiety of table d'hôte, billiard and smoking rooms, we cannot recommend them; but can

confidently do so to those who appreciate quietude and comfort. A perusal of the "Visitors' Book," containing the signatures of the leading aristocratic and noble families, will be a fully sufficient con-

firmation of our remarks.

Another inducement for permanent residence is the presence of several select educational establishments; and the fact that the numerous superior shops are also well supplied with their respective specialties is a subject of no mean importance to lady purchasers. En passant we may fitly allude to the well-known photographic establishment of Messrs. Lambert, Weston, and Son, at 23, Sandgate Road. The gallery, studios, and grounds, having been erected and fitted with every modern appointment at considerable expense, are comfortably arranged as a fashionable lounge, where one may see the photographs of the leading celebrities, study art in its various departments, meet the best society, enjoy "the fragrant weed," or take a peep at the morning papers. With these charming surroundings, a visit to the photographer's is divested of its usual unpleasantness, and becomes an agreeable recreation. The art-work of Messrs. Weston is worthy of all praise. Information respecting residential properties may be obtained of Mr. Jno. Sherwood, who publishes a list of available houses at his offices in the Sandgate Road.

Chief amongst the antiquities of Folkestone ranks the ancient and interesting parish church dedicated to St. Mary and St. Eanswythe, which contains many curious architectural details, including some old tombs. Christ Church, Emmanuel, Holy Trinity. St. John the Baptist's, St. Michael's and All Angels', St. Peter's, and St. Saviour's, are modern structures, mostly connected with ecclesiastical parishes of the Church of England; while the Nonconformist churches are those associated with the Baptist, the Congregationalist, the Friends, the Primitive Methodist, the Roman Catholic, and the Wesleyan denominations. Many of the principal public buildings are to be found either in Sandgate Road or in its immediate vicinity; the more noteworthy of these being the new General Post Office, the handsome branch establishment of the National Provincial Bank of England, and the Radnor Club. In Guildhall Street is the Town Hall; and in Church Street are the rooms of the Young Men's Christian Association; while the Public Library and Museum are situated on Grace Hill. The town office of the "South Eastern Railway" is at No. 2, Church Street.

The Harbour Station is provided with a letter-box, postal telegraph office, bookstall, refreshment-rooms, and an office for the exchange of foreign money. Cabs attend all trains. The Junction Station is supplied with a postal telegraph office; at Radnor Park are a telegraph office and bookstall; and conveyances are in attend-

ance at both stations. The leading hotels are the "Royal Pavilion," the "West Cliff," the "Queen's," "Bates's Private Hotel," and the "Lees." The "Central Café," in the Sandgate Road, is a high-class establishment.

The press is represented by the Folkestone Chronicle, the Folkestone Express, the Folkestone News, and the Folkestone Observer.

Leaving Folkestone Harbour by a well-appointed and swiftsailing steamer belonging to the "South Eastern Railway," we now make our short Channel passage to

BOULOGNE,

Farcs from Charing Cross—1st, 32/6; 2nd, 24/-; Mxd., ist & 2nd, 26/-; 3rd, 14/-, Return tickets available for eight days—1st, 50/9; 2nd, 40/9; 3rd, 25/9.

""" one month—1st, 58/3; 2nd, 43/3.

97 miles from Charing Cross, 158 from Paris, and 28 from Folkestone. Old and new Boulogne, respectively known as the upper and lower town, unitedly form a very delightful and fashionable watering-place, having a western aspect on the English Channel, and from its steep hills enjoying fine views seawards towards the white cliffs or lower shore-line of England. During recent years the excellent traffic facilities afforded by the express trains and fast steamers of the "South Eastern Railway" have caused a large annual influx of London visitors, and these, with numerous residents of similar nationality, have conferred a decidedly English character on this most salubrious bathing resort of la belle France, which will also be remembered as a favourite spot with Charles Dickens. Both the visitor and the passing tourist may find many features of interest, of which the more noteworthy are the lofty column erected in memory of Napoleon Bonaparte; the handsome domed cathedral; the museum, stored with antiquarian collections; an extensive library; a picture gallery; the fortifications; the bathing establishment; and the brilliant Casino, surrounded by ornamental gardens. The harbour comprises several extensive quays and a long jetty, forming much-frequented marine promenades. The General Post Office is in the Rue du Pot d'Etain. Refreshmentrooms are provided on the Quay. The leading hotels are the "Hôtel Christol," the "Hôtel des Bains," the "Hôtel d'Angleterre," the "Hôtel Meurice," the "Hôtel du Pavillon," the "Hôtel de Louvre," and the "Hôtel Folkestone."

Having described the route followed by that portion of the Continental traffic which is conveyed via Folkestone Harbour to Boulogne, we return to the main line, and leaving Folkestone

Junction, run towards the Martello Tunnel, about 1,900 feet in length, emerging thence to find ourselves skirting a range of steep, rugged, and glittering chalk cliffs, while seaward stretch the wide blue waters of the English Channel. Ere long we plunge into the Abbot's Cliff Tunnel, speeding for some 5,820 feet in semi-darkness, succeeded by a brief ocean-view as a prelude to the Shakespeare Cliff Tunnel of 4,179 feet. Soon we perceive close ahead the long grey line of the Admiralty Pier, off which lie the fine steamers used in the Channel services to Calais and Ostend, but local passengers usually alight at the Town Station for

DOVER,

Fares—ist, 18/6; 2nd, 13/6; 3rd, 6/2½. Return—ist, 31/-; 2nd, 22/6; 3rd, 12/5.

" by Mall and Boat Expresses—ist, 29/-; 3nd, 16/-. Return—ist, 33/6; 2nd, 25,-.
Cheap Daily Return Tickets are also issued to and from London.

761 miles from Cannon Street, 6 from Folkestone, 10 from Deal, 23 from Ramsgate, and 27 from Margate. Also 47 miles from Hastings via Ashford Junction; and, via Tunbridge Junction, 52 miles from Tunbridge Wells and 113 from Reading. The municipal town and ancient Cinque Port of Dover, from its marine, military, and residential importance, may well be considered one of the principal towns of East Kent; while as the port of despatch for the vast Parisian, Continental, Indian, and Colonial mails, daily conveyed by the "South Eastern Railway" from Cannon Street, it is, through numerous wellappointed express trains, brought within two hours of London. In addition to its established reputation as a salubrious and highclass residential watering-place, admirably adapted for families, the presence of a large garrison in connection with the South-Eastern District, of which Dover is the headquarters; an extensive shipping interest, especially in the timber and corn trades; and several local industries, mostly centred in breweries, flour-mills, and oil-cake works, conduce to an exceedingly fair average of general prosperity.

Very early in the Christian era the victorious Romans, having secured a foothold in Britain, considerably strengthened, if they did not initiate, the fortifications which even in those primitive days protected Dubræ, and later still these were necessarily extended by Saxon settlers. But with the advent of the Normans, and the recognition of the Cinque Ports by the king, Dover was chosen as the site of a Norman castle, which soon became one of the



most impregnable defences of the English coast, and for centuries held a prominent place in English history, especially in 1216, when it was gallantly and successfully defended against the French by brave Hubert de Burgh. Dover is now, with the many additional defences constructed by nineteenth-century engineers, one of the most strongly-fortified towns in Great Britain; but amongst the earlier portions of the castle, the stately keep, the ancient church known as St. Mary's de Castro, the old Roman Pharos or lighthouse, also the Constable's, Peverel's, and the Avranches towers, with a curious piece of brass ordnance twenty-four feet in length, known as Queen Elizabeth's Pocket Pistol, are the most interesting features to visitors, who should likewise inspect the spacious armoury. Although the wide expanse of ocean, and the outlines of the French coast in the vicinity of Calais may on favourable days be well seen from the castle hill, which is some 320 feet above the level of the sea, we should not fail to remember that remarkably fine marine views may also be enjoyed from Shakespeare's Cliff, immortalised by the great bard in his play of "King Lear;" also from the important military post of the Western Heights, reached through the grand shaft in Snargate Street; and from the Connaught Park.

The town of Dover, extending for some distance inland. mostly occupies a deep cleft in the chalk cliffs, through which the little river Dour finds its way to the sea. But although many excellent business establishments are to be found in Snargate Street. King Street, and Bench Street, the principal attraction to visitors is the fine sea-front formed by the Esplanade, Waterloo Crescent, and the Marine Parade, a delightful promenade reaching for about a mile towards the East Cliff walks in the direction of the South Foreland. The greater part of the distance is lined by substantial residences possessing charming views of the pebbly beach and English Channel, is supplied with numerous seats, and in certain localities has ample provision for bathing, yachting, and boating. On the Marine Parade is an excellent bathing establishment. During the season a military band in connection with the garrison Excellent club accommofrequently performs in the vicinity. dation is supplied by the Dover Club, the Royal Cinque Ports Yacht Club, the Granville Club, and the Dover Carlton Club.

Another highly-favoured resort is afforded by the magnificent Admiralty Pier, a massive stone structure commenced in 1847, and now extending seawards for 1,550 feet, its eastern extremity being strongly fortified and supplied with two revolving turrets, containing those well-known and formidable Woolwich Infants, the eighty-one ton guns. The upper promenade is accessible to the public, who derive considerable amusement from witnessing the numerous arrivals and departures of the mail steamers. The

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PATTERNS and ESTIMATES with SPECIAL DESIGNS are forwarded Post Free upon application.

AGENTS FOR WORTH'S CORSETS.

AGENTS FOR LIBERTY'S ART FABRICS.

ALBION HOUSE, DOVER.

[16

*FAMILY WINE MERCHANTS. *

ESTABLISHED A.D. 1853.

JOHN LUKEY & SONS,

IMPORTERS OF

Foreign Wines, Spirits, and Liqueurs,

4, BENCH STREET, DOVER;

AND

3, RENDEZVOUS STREET, FOLKESTONE.

Sole Proprietors of the Elgin (very old Highland) Whisky.

Detailed Price List of Foreign Wines, Spirits, Bottled and Cask Beers, on application.

Carriage Paid on quantities of One Dozen and upwards to London and intermediate Stations.

RICHARD DICKESON & COMPY.,

The Tea Establishment,

GROGERY AND PROVISION STORES,

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Agencies at Malta, Gibraltar, Alexandria, Cairo, Bombay, Madras, Calculta, Sc. [15

→ DOVER. ★←

Worsfold and Hayward, Anctioneers, Surbeyors, Estate Agents, Valuers, and Accountants.

Offices: MARKET SQUARE, DOVER; 80, CANNON ST., LONDON, E.C. DOVER. 93

lower platform, reserved for the use of the railways conducting the Continental traffic from and to London, is provided with a double set of rails, permitting the mail expresses to run alongside the boats, and thus allowing passengers to embark or land with the minimum of inconvenience. Four spacious marine stages communicate with the steamers, and the pier is supplied with accommodation for light refreshments. An additional promenade pier of excellent design will shortly be provided for visitors, by whom it

will undoubtedly be much appreciated.

If we were to dilate upon the antiquities of Dover we should require far more space than is at our command, but as this has already been so well done by excellent local authorities we need merely remind the reader that, presuming he has duly inspected the stately castle and the unique Norman church of St. Mary de Castro probably erected on a Saxon or even a Roman foundation, he will find considerable interest in the remains of St. Martin's Priory, a wealthy Benedictine foundation of the twelfth century. Although the greater portion of the original monastery has been removed, the handsome Decorated English gateway, the Early English guest-house, and the Norman refectory, have been most carefully restored and adapted to their new use in connection with a high-class school. Since 1870 the site has been covered by Dover College, which, in addition to the structures already named-now respectively used as the library, the chapel, and the dining-hall-occupies some extensive and well-designed modern buildings, and is intended to accommodate some two hundred boys.

While the town is remarkable for the ancient parish church of St. Mary the Virgin, which bears numerous external and internal evidences of its Saxon, Norman, and Early English origin; the old church of St. James the Apostle, also an early Gothic edifice; and St. Andrew's, Buckland, a choice example of Early English and Decorated work, the major portion of the places of worship are of recent date, comprising, in addition to the structures already named, the churches of St. Bartholomew's, Christ Church, the new church of St. James, St. John's Mariners' Church, Holy Trinity, and SS. Peter and Paul, Charlton. The Nonconformist chapels are those of the Baptists, the Congregationalists, the Friends, the Roman Catholics, and the Wesleyans. There is also a Jewish synagogue. Chief amongst the civic buildings ranks the imposing Town Hall, which not only provides ample accommodation for the corporation offices, but includes a spacious assembly-room. The Museum is situated in the Market Square. Amongst praiseworthy local institutions is the Dover Sailors' Home, having a well-nigh national appreciation amongst British seamen. The Soldiers' Home is also a valuable resort in connection with the extensive garrison. The General Post Office is in Northampton Street. Banking is conducted at branch establishments of the London and County Banking Company and of the National Provincial Bank of England. A periodical list of available house property and estates is published by Messrs. Worsfold and Hayward, of Market Square and 80 Cannon Street, London. Some excellent photographs of Dover and its surroundings have been taken by Mr. Martin Jacolette, and may be procured from his studio facing Priory Street, where also may be seen many interesting studies in high-class portraiture. The productions of Mr. Jacolette are well-known in Dover, and possess such artistic merits in composition and finish as are rarely to be met with in the provinces, evincing the taste and skill of one

who is a master of his profession.

In connection with the maritime interests of Dover, which is a large pilot station, we should remark that its docks, where are berthed the mail steamers of the Channel service, have an extensive area, a considerable draught of water, and ample provisions for dealing with a vast tonnage of cargo. The "South Eastern Railway," in addition to six "Royal Mail" services daily both to and from Cannon Street and Charing Cross, affords access to all parts of Kent and Sussex; and also, through Surrey and Northern Hampshire, enters the busy Berkshire market and manufacturing town of Reading. A valuable local service is supplied by the trains running between SHORNCLIFFE, FOLKESTONE, DOVER, MARTIN MILL, WALMER, DEAL, SANDWICH, RAMSGATE, and MARGATE—which call en route at the "South Eastern" station. Here are a wall letter-box, a postal telegraph office, a bookstall, and refreshment-rooms, all being situated on the main departure platform. The up mail expresses, starting from the pier, simply pause at the Town Station; but passengers may here avail themselves of the temporary refreshment-stall for tea, coffee, and milk, which can be supplied in the train, cups and glasses being retained until arrival at the London termini. Omnibuses and cabs attend all trains. The leading family hotels are the "Lord Warden," the "Esplanade," "Diver's Dover Castle," and the "King's Head." The "Shake-speare" and the "Royal Oak" are family and commercial hotels. The "Connaught Boarding House" should also be mentioned.

The press is represented by the Dover and County Chronicle, the Dover Express, the Dover Standard, and the Dover Telegraph.

A necessary complement to our railway journey from Charing Cross and Cannon Street to Dover will be a departure from the Admiralty Pier by the "Royal Mail" steamer to

a valentale venter; in venterising with the expensive pervious

CALAIS. 95

CALAIS,

Fares from Charing Gross—1st, 32/6; 2nd, 24/-; Mxd., 1st & 2nd, 26/-; 3rd, 14/6. Return tickets available for eight days—1st, 50/9; 2nd, 40/9; 3rd, 28/2. """, one monti—1st, 58/8; 2nd, 48/3.

100 miles from Charing Cross. The fortified seaport and manufacturing town of Calais occupies an important position in relation to the joint Paris and Continental mail route of the "South Eastern" and the "London, Chatham and Dover" railways. At this port daily are four arrivals of the mails and passengers despatched from Charing Cross and Cannon Street, while a corresponding number of departures conduct the transit of the bags made up by the Parisian and other European post-offices for London. Early on Saturday morning a special train also departs hence, carrying the huge weekly mail for India, China, and the colonies, which, via Dover, Calais, and the Mont Cenis Tunnel, is conveyed to Brindisi for embarkation on the steamers of the "Peninsular and Oriental Steam Navigation Company."

With regard to land facilities, the excellent mail expresses of the "Chemin de Fer du Nord" run via Boulogne—where passengers who have crossed the Channel by the short sea-route from Folkestone can join the main-line trains—and Amiens to the Gare du Nord, in the Place Roubaix, Paris. Another highly convenient through service in connection with the 11 a.m. train from Charing Cross is the special direct "Swiss Express," which also calls at Boulogne, and proceeds thence—via Amiens, Laon, and Delle—to Bale, Berne, and Lucerne. Through expresses also run three times daily via Lille to Brussels, two of these trains being likewise supplied with through carriages for Cologne. Local services from Calais convey

passengers to Gravelines, Hazebrouck, and Dunkerque.

Calais, although of interest to the visitor by reason of its historic connection with England from 1347 to 1558, when its recapture by the Duke of Guise caused such extreme grief to Queen Mary, is scarcely considered a highly attractive town for visitors, and derives its principal support from the shipping interest, fisheries, and manufactures. It has, however, a large bathing establishment, and amongst the principal buildings are the Hôtel de Ville and the fine church of Notre Dame. A lofty pillar near the shore commemorates the landing of Louis XVIII. in April, 1814. The General Post Office is in the Rue de Therme. The Gare Maritime on the pier is supplied with a Custom House, also with refreshment and waiting rooms. The leading hotels are the "Hôtel Dessein," the "Hôtel Meurice," and the "Hôtel Sauvage."

Returning to Dover, we again sail from the Admiralty Pier by one of the fine boats which daily proceed thence to characteristic of domestic architecture during the mediæval era. It possesses two branch railways—one tending eastward to St. Pol and Bethune, while the westward extension communicates with Lz Tréport, a pleasant seaside resort of Normandy. During our forward progress we next clear Pont-Remy, pass Longpré (where is a branch on the left leading to Canaples, and another on the right affording a second road to Tréport), then running through Hangest, Picquigny (where a treaty was signed between Louis XI. of France and Edward IV. of England), and Ailly-sur-Somme, we enter

AMIENS

(For Bale and Rouen),

Fares from London-1st, 45/-; 2nd, 34/-.

174 miles from Charing Cross via Folkestone. The ancient Roman city of Amiens, overlooking the Somme, has figured but little in modern history, although giving its name to the Treaty of Amiens. here signed on the 27th of March, 1802, by the representatives of England, France, Spain, and Holland, who thus secured a shortlived peace. Its present reputation as a most important railway centre is probably amongst the most satisfactory of its records, for not only is it on the oft-traversed road between London and Paris, but has an important extension on the south-east, via Tergnier, Laon, Rheims, and Belfort, direct to Bale, Berne, and Lucerne; also thence by way of the St. Gothard Tunnel to Milan, for Venice, Bologna, Brindisi, Genoa, Florence, Rome, or Naples. Another valuable service for tourists through Normandy, desiring to travel by the short sea-route, is to proceed to Amiens, and thence via Abancourt to Rouen, whence tours may be taken to all parts of the province. A fourth route is that via Arras and Hazebrowek to Calais.

The principal buildings of the city include the handsome Gothic Cathedral, founded in the thirteenth century; the Museum, containing a picture-gallery, where are paintings by leading French artists; an extensive Public Library, comprising interesting manuscripts, and about seventy thousand volumes; the noble Palais de Justice: and an ancient Hotel de Ville, founded by Henri IV. The

"Hôtel du Rhine" is one of the leading hotels.

Ere proceeding to Paris we will briefly note the connection of the new daily express service from Charing Cross at 10 a.m. with the 5.32 p.m. train from Amiens to Rouen, which is reached about 9 p.m. As the express from Boulogne arrives in Amiens at 3.57, the interval affords ample time for luncheon and a stroll round the city. The course followed is that which effects communication with Saleux, Namps Quevauveil, Poix, Abancourt, Serqueux, Sommery, Montérollier, and Darnetal, en route to

ROUEN. 99

ROUEN,

Fares-1st, 56/-; 2nd, 42/6. Return-1st, 95/9; 2nd, 76/3.

73 miles from Amiens. Rouen, the ancient capital of Normandy and the prosperous centre of the cotton manufacture and other kindred industries, although during the latter portion of the present



STATUE OF JOAN OF ARC, ROUEN.

century greatly modernised and, in the opinion of many, improved by the erection of stately modern buildings, wide thoroughfares, ornamental boulevards, and handsome quays, yet retains several quaint relies of those old-world timber dwellings, majestic Gothic churches, and curious architectural bits that in bygone days have been made so familiar through the gifted pencil of Samuel Prout and his kindred artist-friends. Indeed, for a beautiful site, historic memories, or mediæval remains, few places in la belle France can equal the grand and grey old city that clusters on the banks of the silvery Seine, climbs up the slopes of the wooded valley, and at its higher points, such as the Church of Notre Dame de Bon Secours

and Mont St. Catherine, commands magnificent views.

While it would take many days to exhaust all the attractive features to be seen in romantic Rouen-by many regal ties linked to our England of the past, the city where died William the Conqueror, and the spot where was deposited the heart of Richard I. -the passing tourist should not fail to visit the Place de la Cathédrale, overshadowed by the noble Cathedral of Notre Dame, without and within a pile of graceful Gothic beauty; the splendid abbatical church of St. Ouen, a wonderful example of ornamental mouldings and tracery; or St. Maclou, with its delicate Flamboyant details. Neither should be forget the Place de la Pucelle, where, surrounded by old houses, including the curious Hôtel Bourgthéroude, stands the lofty fountain erected as a memorial to poor Joan of Arc; the stately and richly-carved Palais de Justice; the Hôtel de Ville, possessing a valuable library, manuscripts, and paintings; the well-stored Museum; and that interesting relic of the past, the Tour de la Grosse Horloge, which for centuries has contained the curfew bell. The General Post Office is in the Rue Jeanne d'Arc. Amongst the leading hotels are the "Hôtel d'Albion," the "Hôtel d'Angleterre," the "Hôtel de France," and the "Hôtel de Paris."

One of the most convenient and rapid fixed express services from Rouen to London is that which leaves daily at 8.45 a.m. for Amiens, where passengers can join the "Special Continental Express" that arrives at Charing Cross at 5.40 p.m., the entire journey being com-

pleted in about nine hours.

Resuming our journey from Amiens, we again steam southward through Longueau, by Boves (where a branch leaves on the left to Montidier and Compigne). Ailly-sur-Noye, Breteuil, and Saint Just, succeeded by Clernont; branches from the two latter stations proceeding to Beauvais. Then, passing Liancourt, we reach Creil, where is another branch for Beauvais and Treport. The next station on our route is Chantilly; whence we speed through the delightful forest of Chantilly to Survilliers, Louvres, and Pierrefitte-

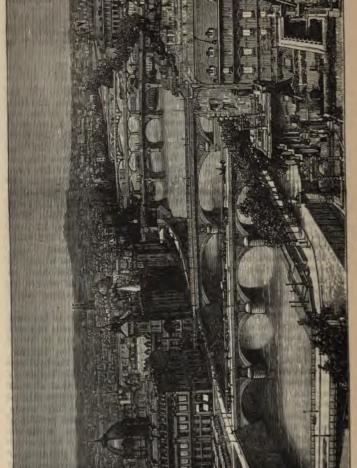
PARIS. 101

Stains, and thence by the interesting old town of St. Denis, until eight hours after leaving Charing Cross the "Special Express" arrives at

PARIS.

255 miles from London via Folkestone and Boulogne, 283 via Dover and Calais, 81 from Amiens, 325 from Amsterdam, 220 from Antwerp, 351 from Basle, 665 from Berlin, 356 from Berne, 487 from Biarritz, 359 from Bordeaux, 387 from Brest, 1,169 from Brindisi, 193 from Brussels, 1,001 from Buda-Pesth, 659 from Cannes, 303 from Cologne, 1,858 from Constantinople, 725 from Dresden, 779 from Florence, 420 from Frankfort, 388 from Geneva, 601 from Genoa, 294 from The Hague, 486 from Hanover, 591 from Hyères, 327 from Lausanne, 155 from Lille, 1,308 from Lisbon, 410 from Lucerne, 318 from Lyons, 897 from Madrid, 536 from Marseilles, 691 from Mentone, 591 from Milan, 572 from Munich, 256 from Nantes, 1,064 from Naples, 316 from Neuchatel, 676 from Nice, 502 from Pau, 902 from Rome, 280 from Rotterdam, 82 from Rouen, 1,648 from St. Petersburg, 708 from San Remo, 312 from Strasburg, 498 from Turin, 756 from Venice, 227 from Vichy, 838 from Vienna, and 406 from Zurich. Paris is also within 26 miles of Chantilly, 55 of Compiègne, 37 of Fontainebleau, 10 of St. Cloud, 4 of St. Denis, 13 of St. Germain, 6 of Sèvres, 11 of Versailles, and 4 of Vincennes-all of these destinations being served by numerous trains to or from the capital.

Paris is universally acknowledged to be a peeress in her own right amongst the capitals of Europe. For many hundreds of years has she asserted and maintained her pre-eminence, and in these later days of the nineteenth century none can question the unrivalled beauty of the public promenades, the gaiety of the brilliant boulevards, or the magnificence of the numerous public buildings which grace the broad squares and stately avenues that abound throughout the French metropolis. Indeed, the countless attractions of the vast city which lines the banks of the Seine have made Paris a favourite holiday resort and place of occasional residence for many thousands of English and American visitors; while its exceptionally extensive railway facilities have caused it to become an oft-frequented starting-point for a wide series of picturesque Continental tours. Thus a visit to Paris may be considered as a most fitting preface to journeyings throughout the sunny regions of France, Spain, Italy, and Austria; amongst the lakes and mountains



103 PARIS.

of matchless Switzerland; along the romantic banks of the winding Rhine; in the sylvan depths of the Black Forest; amidst the oldworld towns of Belgium, Holland, and Germany; far away north to the ice-bound precincts of St. Petersburg; or yet further southwards, where the marble mosques and minarets of Constantinople

cluster by the shores of the blue Bosphorus.

Nearly two thousand years ago a Gallic tribe, distinguished as the Parisii, founded a little colony on seven islands of the Seine. which then flowed through a forest district that abounded in game. This primitive settlement, originally known as "Lutetia," or "the dwelling of the waters," was soon afterwards destroyed by fire, in order to prevent its falling into the hands of the victorious legions of Rome, which during the first century of the Christian era made their appearance in ancient Gaul. Paris then became the headquarters of a Roman province, for more than four hundred years was subject to the imperial power, and during this period was occasionally selected as the residence of its emperors, of whom Julian, Constantine, and Valentinian, were the more remarkable in their attachment for the city to which they first gave the name of "Parisia." Vestiges of Roman civilisation and luxury are yet to be traced in the grounds of the Hôtel Cluny, which cover the site

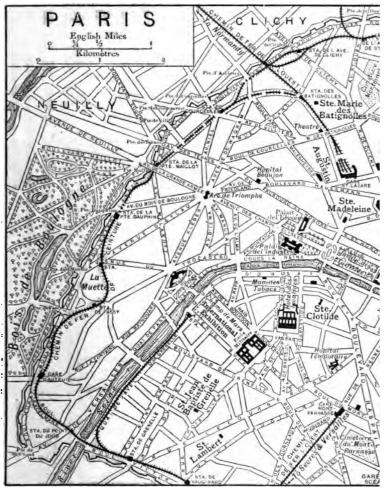
of the old Palais des Thermes.

The next important epoch in the history of the Gallic metropolis was the advent of the Frankish tribes from beyond the Rhine, who, under the leadership of their king, Clovis, swept before them the already waning rule of Rome, and established the Merovingian dynasty, that was supreme for nearly three centuries. This period was signalised by a national, or rather regal, recognition of the Christianity which, according to monkish legend, had been previously introduced by St. Denis, who was martyred on the Hill of Montmartre. Shortly after Clovis, the first king of the Franks who reigned at Paris, had been united to Clothilde, a Christian princess of Burgundy, he was influenced by her to found a church in honour of St. Geneviève, now considered the patron saint of Paris, whose prayers are said to have delivered the city when in 451 it was attacked by Attila. Another change of the historical kaleidoscope introduced the Carlovingian line, of whom came the great Charlemagne; but this, again, in 987 passed away in favour of the Capetian sovereigns, whose descendants, belonging to the families of Valois, Bourbon, and Orleans, reigned in Paris for some eight centuries. Then, in 1789, came the awful scenes of the Great Revolution, which, under the self-constituted National Assembly, deluged Paris with misery and bloodshed, until repressed by the stern military hand of Napoleon Bonaparte, before the combined Powers of Europe reinstated the monarchy of France. But the French people, having once realised their power, speedily manifested discontent with their rulers by the Revolution of 1830, which brought in the régime of their citizen-king, Louis Philippe, in turn removed by another popular outburst in 1848. After a brief interval the Bonapartist influence once more asserted itself in the person of Louis Napoleon, who, first as President of the French Republic, and from 1852 to 1870 as Emperor of France, brought an intoxication of glory both to the nation and its noble capital, until that fatal morning of Sedan, the 4th of September, 1870, when the Empire received its final check. The present Republic, inaugurated under M. Thiers, having made peace with Germany, and overcome the Commune, reformed the civil and military departments of la belle France, and celebrated its restored commercial prosperity by the great Exhibition of 1878; and yet again in 1889 by a similar gigantic scheme it affords evidence to Europe and the world of the

marvellous vitality inherent in Paris and its people.

While with many nations the doings of their rulers have had but partial reference to their respective capitals, far different has it been with France, in relation to Paris, which having been for centuries the centre of its regal magnificence, has since the memorable era of 1789, during changing eras of imperialism and republicanism, been equally identified with the leaders of its popular thought and progress. As such, the city has ever been gathering an ever-increasing store of treasures in French architecture, sculpture, art, and literature; while the deathless glories of its arms are commemorated by many a noble arch and lofty column. Similarly do we find that the names of distinguished statesmen, warriors, artists, and authors of French or foreign birth. have suggested designations for the handsome Renaissance streets and squares which are amongst the more noteworthy features of modern Paris. Although the great French metropolis has taken long to reach its present high standard of civic grace and beauty. the principal period of its development has extended from the sixteenth century to the present era, when, under a popular Republic, the fine capital is still receiving marked additions or improvements. Amongst the French rulers who have most left their impress on Paris have been François I., Henri IV., Louis XIII., Louis XIV., and Louis XV., who, with Louis Philippe, Napoleon Bonaparte, and Napoleon III., were its principal benefactors.

Since 1846 the splendid city of Paris, which covers an aggregate of some twenty thousand acres in the Seine valley, has been protected by extensive lines of fortifications over twenty-four miles in length, and constructed at a cost of over £7,500,000. Since the serious reverses of the Franco-German War in 1871, when 15,000 gnns were employed on the works, further defences have been



South Eastern Railway Quide.

TIME TABLE OF THE MIDLAND RAILWAY COMPANY'S EXPRESS TRAINS FROM AND TO LONDON.

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a Monthy northings a terebré. De Commercian with these Stations on Standay mornings. e Does not run on Saturday nights, Drawing-Room Saloon Cars are run by those Trains. r Runs on Weekings and Sundays. o Dialug Saloon Cars are run by these Trains.

N.B.—The above Train Service is for the month of June, 1889, and is liable to alteration from time to time.

JOHN NOBLE, General Manager.

DERBY, JUNE, 1889.

PARIS. 105

completed, and now the great French metropolis may be considered as fairly impregnable. Within, the inhabited area extend over five hundred miles of streets, including nearly 90,000 houses. and containing a population of some 2,500,000 persons. supreme civic government is vested in the Prefect of the Seine. who, with the Prefect of the Police, controls the twenty arrondissements into which the capital is divided. Each of these districts is also administered by a Mayor. Next to the wide, well-paved, and tree-lined thoroughfares, with their long lines of handsome buildings, the visitor will probably be attracted by the spacious promenades and roadways and stone quays that extend for some six miles along the banks of the river, which is spanned by twentynine substantial yet elegant bridges, whence we may gain many varied views of Paris. For more elevated vantage-points we may repair to the Arc de Triomphe in the Place de l'Etoile, the Vendôme Column, the July Column, the Panthéon, the tower of St. Jacques la Boucherie, and the summit of Notre Dame. Distant but comprehensive prospects may also be had from the Hill of Montmartre

and the Park of St. Cloud.

Ere commencing a ramble through the sights of Paris, it may be well to direct attention to the prevailing means of locomotion by land or water. Primarily a word should be given to the really excellent system of tramcars and omnibuses which pause at fixed stations, their various routes extending to all parts of the city. A most commendable feature of this service is the billet du correspondance, a ticket which can be taken for any destination, and permits the passenger, without extra charge, to effect an exchange at certain fixed stations, and thus without delays to complete the journey. The cabs or voitures are also exceedingly well appointed, and can be hired by the course or the hour; but the driver in all cases expects a pourboire, which may vary according to the length of his services. Next we should notice the facilities afforded by the "Chemin de Fer de Ceinture." Its principal booking-office is in the Place du Havre, and its lines possess twenty-eight stations. situated at various points within the fortifications, and reached by trains which, from 6 a.m. to 8.30 p.m., afford a half-hourly service. The stopping-places most useful for tourists are at Porte Maillot. for the Jardin d'Acclimatation, the interesting Zoological Gardens of France; at the Bois de Boulogne, Trocadéro, Passy, and Auteuil all of which afford access at various gates to the exquisite Bois de Boulogne, while one is especially near the Trocadéro Palace. from which it takes its name. From Gentilly we may reach the charming Parc de Montsouris; at Bel Air we can enter the grandlytimbered scenery of the Bois de Vincennes, which surrounds its feudal stronghold; Charonne is close to the immense cemetery



THE BOULEVARD MONTMARTRE, PARIS.

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of Père Lachaise, covering some 110 acres, and containing 40,000 monuments; and Belleville Villiers is near the Parc des Buttes Chaumont. The entire circuit of the railway can be made in 101 minutes, and it affords a fair idea of the outskirts of Paris. Lastly, we should name the various steamboats of the Seine, which, except when impeded by ice, call at the principal piers every five

or fifteen minutes.

If among the many unique features that are peculiar to Paris we were compelled to name one as pre-eminent, we should unhesitatingly accord this position to the matchless avenues of the Boulevards, with their wide footways shadowed with foliage, and bordered by endless lines of brilliant cafés and handsome shops. Here by day or night are throngs of impulsive French folk, mingled with representatives of countless nationalities, amongst which we may easily trace the predominant British and American element. Here, too, lounging in the chairs that abound outside the cafes, we may see Parisian life to perfection, and study its intense love of pleasure in the various forms under which the gaieties of the time present themselves. The inner or great Boulevards, which are the favourite resort of fashionable Paris, extend for some three miles on the northern bank of the Seine, and on the eastern side commence near the Place de la Concorde with the Boulevard de la Madeleine, which is succeeded by the Boulevard des Capucines, the Boulevard des Italiens, the Boulevard Montmartre, the Boulevard Poissonière, the Boulevard Bonne Nouvelle, the Boulevard St. Denis, and the Boulevard St. Martin, which terminates at the Place de la République, where the Boulevard Voltaire leads to the Place de la Nation. The continuation of the great Boulevards, comprising the Boulevard du Temple, the Boulevard des Filles du Calvaire, and the Boulevard Beaumarchais, terminates at the Place de la Bastille, the entire roadway for some three miles having a width of about fifty-six feet, with footways on each side of thirty feet, bordered by well-grown avenues of chestnuts, acacias, mountain ashes, and plane-trees, which, viewed in the sunshine or illuminated by countless gas-lamps, present a brilliant and never-to-be-forgotten spectacle. The route followed covers about one-half of the ancient fortified wall that encircled the Paris of the sixteenth century, and the remaining portion of these Old or Inner Boulevards crosses to the southern side of the Seine, and includes the Boulevard Henri Quatre, the Boulevard Sully, and the Boulevard St. Germain, the latter extending to the Pont de la Concorde, whence, crossing the Place de la Concorde, we may again reach the Boulevard de la Madeleine.

The Outer or New Boulevards perform a far wider circuit, and find their more important centre at the Arc de Triomphe, from which, along the Boulevards Courcelles, Batignolles, Clichy, Rochechouart, and La Chapelle, we reach the Place de la Rotonde, whence the line is continued through the Boulevards de la Villette, De Belleville, De Menilmontant, and De Charonne, to the Place de la Nation, communicating by the Rue Faubourg St. Antoine with the Place de la Bastille. Thence by the Boulevard de la Contrescarpe we come to the Pont d'Austerlitz, cross the Seine, and, through the Boulevards de l'Hôpital, De Marcel, and Port Royale, reach the Boulevard du Mont Parnasse. Hence the Boulevard des Invalides, with the Avenues Villars, Tourville, and Bosquet, bring us to the Pont d'Alma, where again crossing the river to the north bank we proceed by the Avenue Marceau to the Arc de Triomphe, in the Place de l'Etoile. From this well-known point radiate twelve noble avenues, of which possibly the more important is the splendid thoroughfare of the Champs Elysées, leading towards the Place de la Concorde, the Gardens of the Tuileries, the Louvre, and the Palais Royal. The roadway on the opposite side of the arch is known as the Avenue de la Grande Armée. Approaching the Arc de Triomphe from the Champs Elysées, the first avenue on the right is Avenue Friedland, which finds its continuation in Boulevard Haussmann, leading to the Opera House. The second, distinguished as Avenue Hoche, affords a direct road to the pretty Pare de Monceaux. Thirdly, we have Avenue Wagram, com-municating with the Boulevard de Courcelles, the previously-named starting-point of the Outer Boulevards. The fourth is Avenue MacMahon de Triomphe; and the fifth is Avenue Carnot, next to the Avenue de la Grande Armée. To the left of the Champs Elysées is, firstly, Avenue Marceau, the southern termination of the Outer Boulevards; then come Avenue de Jena and Avenue Kléber, both tending towards the Trocadéro Palace: the fourth road is Avenue Victor Hugo; and the fifth the Avenue du Bois de Boulogne, a magnificent approach to the Hyde Park of Paris.

In addition to the spacious thoroughfares included under the general terms of Boulevards or Avenues, Paris is rich in open spaces, and many of these take their titles from the public buildings with which they are more particularly associated. Such, for instance, are the Place Notre Dame, Place de l'Hôtel de Ville, Place du Louvre, Place de la Bourse, Place' de l'Opéra, Place du Panthéon, Place du Palais Bourbon, Place du Trocadéro, and the Place du Carrousel. Other well-known resorts are the celebrated Rue Rivoli, with its long rows of attractive shops; the noble Avenue de l'Opéra, one of the newest and finest roads in the city; the Rue Auber, famous for its English commercial establishments; the Rue de la Paix, containing some of the first jewellers' businesses of Paris; the Rue du Quatre Septembre, leading to the Bourse, where

congregate the great firms that rule financial France; and the Rue de la Chaussée d'Antin, a noted place of residence during the later régime of the Bourbons. Besides all these, we may note Rue Lafayette, which, with the Boulevards Sébastopol and Strasbourg, are fit compeers for many other splendid streets of the French capital. It may be well to mention that the streets and squares are all clearly named in white letters on a blue ground, and the houses enumerated on a fixed principle, the even numbers being on the right side, and the odd numbers on the left. The numeration of streets running parallel with the Seine commences at the east end; while those placed at right angles to the Seine begin at the end nearest the river.

Having furnished a brief outline of the principal roads that extend throughout the city and suburbs of Paris, it now remains for us to suggest a tour, in which a visitor with limited time may inspect the more noteworthy public buildings, gardens, parks, and other features of especial interest; and then to summarise our notices of the national and civic offices, colleges, churches, museums, libraries, theatres, markets, hospitals, and cemeteries, so that those with extended time may pursue their explorations of the French

capital in the manner most congenial to their tastes.

Although the visitor may, according to the position of his hotel, adopt various modes of inspecting the city, the route which we propose to follow has the advantage of avoiding a double journey over the same ground, and yet includes all the best-known spots in ancient or modern Paris. Starting from the Ile de la Cité, the oldest portion of the capital, we may view the imposing pile of Notre Dame, the immense buildings of the Hôtel Dieu, and the magnificent Palais de Justice, with the graceful structure of La Chapelle; then, crossing to the northern bank of the Seine, we pass westward by the Hôtel de Ville, the Tour St. Jacques, the Louvre (close to the Palais Royal), the beautiful gardens of the Tuileries, the grand expanse of the Place de la Concorde, whence the Champs Elysées leads to the Arc de Triomphe in the Place de l'Etoile. From this point we can visit the verdant expanse of the Bois de Boulogne and the Jardin d'Acclimatation, then pass on to the Trocadéro Palace, cross to the southern bank of the Seine, and view the Champ de Mars, where we find the Eiffel Tower and the International Exhibition. now retrace our course eastward by the Ecole Militaire, the Esplanade des Invalides, near the Hôtel des Invalides, where we can see the tomb of Napoleon Bonaparte. The next points of interest are the Corps Législatif (facing the southern side of the Place de la Concorde), the Palais de la Légion d'Honneur, the Ecole des Beaux Arts, the Musée de Cluny, the handsome dome of the Panthéon, the magnificent Palace and Gardens of the Luxembourg,

the Observatory, the Hôpital du Val de Grace, and the splendidly-

laid-out grounds of the Jardin des Plantes.

We commence our ramble through Paris by repairing to the Ile de la Cité, which by eight bridges (four on each side) communicates with the mainland on the northern and southern banks of the Seine. At its eastern end, and overlooking the spacious Place Parvis de Notre Dame, where stands an imposing equestrian statue of the great Charlemagne, rises the magnificent Gothic pile of Notre Dame, the archiepiscopal cathedral of the capital. During the rule of the Romans the present site was occupied by a temple of Jupiter, but in the fourth century this was replaced by a Christian church. The grand pile which now dominates over the valley of the Seine was not founded until A.D. 1160, when Archbishop Sully commenced a work that occupied some two hundred and fifty years in its completion. Since the earlier ages of its history the sacred edifice has received many costly additions, has undergone strange vicissitudes. and has been the scene of countless ecclesiastical pageants, royal celebrations, and outbursts of democratic violence. Probably its greatest desecrations were received in 1793 under the tyrannous National Convention, which threw all revealed religion to the winds. disgraced its rule and the cathedral by their deified worship of Madame Momors, a printer, as the Goddess of Reason, and perpetrated every indignity upon the remains of bygone priests and kings and their costly tombs. Under the Consulate the Church again regained her sway, and suffered but slight reverses during the Revolution of 1831 and under the Commune of 1871.

Notre Dame as now seen owes much of its architectural beauty to the recent restoration executed under the skilled direction of Messieurs Viollet le Duc and Lassus, which occupied about twenty years, its completion being celebrated by a dedication service in May, 1864. The elaborately-carved west front is a fine specimen of French Decorated work, having three principal entrances enriched with ornamental mouldings and surmounted by the Galerie des Rois, containing twenty-eight statues of the Kings of Judah. Over this runs a tier of windows, the central design being a splendid example of rose-tracery, forming a magnificent background to a fine sculpture of the Virgin attended by angels; the next stage of the composition being a series of graceful arcades, from which rise two substantial towers that attain an elevation of 223 feet, and command from their summits one of the best views of Paris. The elegant spire, 315 feet in height, is a recent addition, and is placed in the centre of the building, which has many other commendable exterior details. The interior, possessing a total length of 417 feet, and a breadth of 158 feet, is remarkable for its remains of ancient stained glass and exquisite carved work, together with a handsome



CATHEDRAL OF NOTRE DAME, PARIS.

pulpit and a valuable organ. Its plan comprises a spacious nave with aisles, a richly-decorated choir containing some valuable paintings, and twenty-six small chapels, where are some interesting monuments. In the sacristy are numerous relies having many attractions for the curious. (Notre Dame is open daily, but admission to the choir is to be had by tickets, price half a franc, which can be procured at the entrance. The fee for ascending the towers is

20 centimes.)

Close by the great cathedral stands the plain but substantial elevation of the Hôtel Dieu, a charitable foundation that has existed since the seventh century, is now the principal hospital of Paris, and provides accommodation for one thousand patients. Not far distant, but at the western end of the island, are the extensive buildings comprising the Palais de Justice, which includes the general Law Courts of France, the Department of the Préfecture de Police, the Conciergerie, and the beautiful ecclesiastical pile of La Chapelle. Originally a residence of the Merovingian kings and their immediate successors until the middle of the fourteenth century, and subsequently held by the nation, the earlier structure was the scene of many historical events, but during the seventeenth and eighteenth centuries much of this was destroyed by fire. In 1871, when the Commune was for a brief season desolating Paris, a similar fate befell the restored pile, which had been mainly completed under the regime of Louis Philippe. Again has it risen from its ashes, and so skilfully have the modern portions been incorporated with the remains of antiquity that the tout-ensemble affords one of the finest examples of mediæval architecture to be found in the city.

The huge quadrangular pile is approached from the Boulevard du Palais, through the Cour d'Honneur, whence an archway on the left leads to Sainte Chapelle, while the arcades in the same direction afford access to the Préfecture de Police, and those on the right to the Conciergerie. Ascending the steps of the noble Renaissance façade. which is adorned with emblematical statuary, and passing through the corridor on the right, we find a second flight of steps, which brings us to the spacious Salle des Pas Perdus, or waiting-room for the Law Courts, an imposing design by Debrosses, completed in 1622, and restored in 1878 by Monsieur Viollet le Duc. apartment, about 230 feet in length, contains a noble monument of Malesherbes, the distinguished advocate who conducted the defence of Louis XVI. The new Salle des Pas Perdus is reached by a corridor known as the Galerie des Merciers, and is noteworthy for statues of Louis IX., Philippe Auguste, Charlemagne, and Napoleon Bonaparte, the four French rulers who have more especially influenced the national legislation. The Préfecture de Police was wholly destroyed on the 24th of May, 1871, and the present pile is

THE PALAIS DE JUSTICE, PARIS.

therefore of modern date; but the gloomy State prison, the Conciergerie, includes the oldest parts of the Palais de Justice, and yet teems with sad memories of such victims as Queen Marie Antoinette, Madame Elizabeth, and others, who have been confined within its ancient towers and pined in its dungeons, or have left them for a horrible death. Here, too, is the quaint Tour de l'Horloge, where hung the silver bell that gave its answering toesin to the signal from St. Germain l'Auxerrois, which inaugurated the bloody massacre of

St. Bartholomew's Day.

But the principal architectural ornament of the Palais de Justice is to be found in the courtyard, where stands the exquisite Gothic edifice of Sainte Chapelle, raised by Louis IX., after a design from Pierre de Montereau, to contain certain valuable relics. including a reputed portion of the true cross and the crown of thorns, which, with similar treasures, had been secured by the king for a sum of two or three million francs. Beyond question the two chapels here to be seen are, for the elegance and delicacy of their Gothic tracery, their graceful combinations of thirteenth-century columns, their elaborate mural decorations, and splendid series of stained-glass windows, some of the most perfect examples of their period to be found in France, if not in Europe. It was not until the fifteenth century that the building received its lofty and beautifully-proportioned spire, which, however, was soon after burnt, and replaced by Louis XIII.; but this likewise was destroyed during the Revolution, and the present charming composition of Viollet le Duc was not completed until 1853. (Sainte Chapelle can be inspected daily, from 12 a.m. to 4 p.m., on payment of a small fee.)

We now retrace our course along the Quai de l'Horloge and the Quai aux Fleurs to the Pont d'Arcole, crossing which we find ourselves in the Place de l'Hôtel de Ville, where stands the headquarters of the Municipal Council. The Hôtel de Ville of Paris is probably unequalled amongst existing mansions of civic dignitaries, and as recently rebuilt in accordance with the original designs of Cortona, carried out in 1628 by Pierre de la Vallée, presents a series of the most stately Renaissance façades to be found in Paris, rich as is the city in examples of this style. The main entrance, facing the west, should be noted for its handsome Corinthian columns and richly-wrought bronze doors. Notwithstanding the complete destruction of the valuable pictures and furniture, carried out under orders of the Commune, the restored building has been again lavishly fitted and furnished, the decorations alone having cost a sum of £60,000. Chief of the luxurious apartments that are of interest to visitors are the elaborately-finished Salle des Pas Perdus, the Salle du Grand Conseil, the Salle de la Commission du Budget,

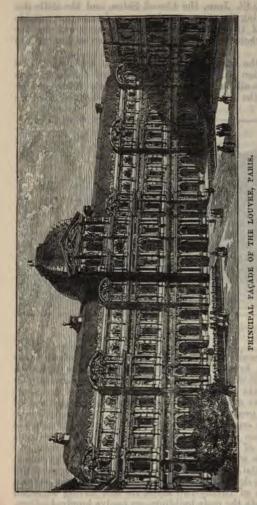
the Grand Salle de St. Jean, the Grand Salon, and the Salle des Fêtes. The preceding structure was the scene of numerous notable events, and one of the grandest receptions ever given by the Municipality was when Queen Victoria stayed here on her visit to Paris in 1855.

Passing along the far-famed Rue Rivoli, the next object that attracts our attention will be the lofty tower of St. Jacques la Boucherie, which is all that remains of the twelfth-century church that once occupied the site. Its great interest is derived from its



CHURCH OF ST. EUSTACHE, PARIS.

connection with Pascal, who here made some of his earliest scientific experiments. The tower is itself an erection of the sixteenth century, and in 1836 was purchased by the civic authorities for the sum of £10,000. Its summit affords one of the finest and most comprehensive views of the city, and can be visited on payment of a small fee. Still proceeding along Rue Rivoli, we gain a glimpse through a street on our left of St. Germain l'Auxerrois, from the tower of which was heard the signal-bell that tolled its cruel requiem on the eve of St. Bartholomew. The avenues on our right mostly communicate with the Halles Centrales, the great provision market of the capital. This enormous structure, the largest of its kind in Paris, was designed by Baltard, comprises ten pavilions, and covers an area of twenty-two acres, its cost having exceeded £2,000,000. Beneath the main buildings are twelve hundred cellars,



direct railway communication with the "Chemin de Fer de Ceinture," and by this means with the entire railway system of France. A slight idea of the enormous business transacted may be gained by the knowledge the annual sales of eggs reach no less a sum than £800,000, and those of fish £1,000,000, while £1,500,000 is expended on poultry. Very near is the rotunda known as Halle aux Blés, capable of containing 30,000 sacks of wheat. In the same neighbourhood is the large mediæval church of St. Enstache.

the whole having

We now reach the magnificent and extensive Palais de Louvre, the north façade of which for a long distance skirts the Rue Rivoli, and has its southern ele-

vation facing the quays of the Seine. That part of the building known as the old Louvre is opposite to the Church of St. Germain l'Auxerrois; while the newer portions are near the Place du Carrousel and the Gardens of the Tuileries. To Parisians, Frenchmen, or foreigners, the Louvre is undoubtedly the central point of interest; and, as a natural result, enjoys exceptional advantages in

the way of direct communication throughout the city.

In bygone days, when the site of modern Paris was covered with vast tracts of forest, that furnished a favourite hunting-ground for the Frankish kings, a small hunting-lodge was erected for their accommodation, which, early in the thirteenth century, was converted into a fortified castle, used partly as a residence and partly as a prison. About 1541 François I. gave instructions to Pierre Lescot to transform the old château into a royal palace, and the great work initiated by this enterprising monarch (who was one of the first to improve his capital) was continued by his successors, Henri II., François II., Charles IX., and Henri III.; but considerable portions of the present building, including the Salon Carré, the Galerie d'Apollon, and the noble picture-galleries, were completed during the rule of the infamous Catherine de Médicis. who also commenced the adjoining Palais des Tuileries. During the seventeenth century some important additions were designed by Lemercier for Louis XIII.; while, under Louis XIV., the eastern facade, a stately example of Corinthian work, was erected by Claude Perrault. After an interval of more than one hundred years, we find that considerable repairs and a new wing were executed under the dictatorship of Napoleon Bonaparte, who employed Percier and Fontaine as his architects; and some fifty years later his nephew, Louis Napoleon, instructed Visconti to raise the elaborately ornamental pile that now overlooks the Place du Carrousel, and on which he expended no less than £4,000,000. The buildings and their quadrangular courts, together covering some forty-eight acres, probably form the largest treasury of ancient and modern art to be found within the civilised world. Fortunately for Europe, the Louvre escaped the earlier ravages of the Commune, and was not set on fire until the closing days of that terrible time, when the conflagration, having consumed about 90,000 valuable volumes, was quenched by the Versailles Army, which was gradually repossessing Paris.

The germ of the fine-art treasures now stored at the Louvre was formed by François I., and subsequently received various additions during the reign of Louis XIV. and his successors; but it was not until the rule of the National Convention in 1791 that the palace and its contents became the property of the French nation. At that time the collection comprised little more than five hundred

pictures, and the larger number of the valuable paintings now hung in the spacious galleries have been gathered during the present century. In addition to the well-nigh inexhaustible attractions of the picture galleries, the visitor should inspect the magnificent museum of drawings; the numerous saloons devoted to Antique, Renaissance, and Modern sculpture; the museums of Egyptian, Assyrian, and Asiatic antiquities; the halls containing the costly Campana collection; the rooms allotted to exquisite specimens of Renaissance pottery, glass, ivories, enamels, and bronzes; the Jewel Room; the numerous objects of interest in the Ethnographical and Naval Museums; and the apartments filled with ancient missals, armour, and historical relics. A slight idea of the extent and value of these collections may be obtained when we recollect that they are catalogued in some thirty volumes, and are contained within one hundred and thirty rooms, having a united area of twenty acres. It is confessedly difficult within a few pages to supply a scheme whereby a comprehensive view of the Louvre and its priceless contents may be obtained within one visit, more especially when we consider that it usually occupies some three hours for a cursory walk through the galleries. Nevertheless we will do our best in the matter, and in succession note the arrangements of each floor; but would suggest that it might be expedient to secure the assistance of an experienced cicerone amongst those to be found at the various entrances. These guides mostly speak English, and their services can usually be had for the sum of two francs per hour, or ten francs per day, the latter being subject to an additional payment for refreshments.

Presuming that our tour of the palace commences with an inspection of the halls of sculpture, which are on the ground floors, we pass under the archway in the northern façade of the Old Louvre that faces the Rue de Rivoli, and cross the spacious court to the western front, in the centre of which stands the principal entrance, known as the Pavillon de Sully, or the Pavillon de l'Horloge. Underneath this gateway is a door on our left leading to the Sculptures Antiques, the introductory chamber being the Salle des Cariatides. Through the Vestibule de l'Hermaphrodite we reach the Salle du Tibre, where are an emblematical statue of the great Italian river, the Diana of Versailles, and the figure of Silenus; the Salle du Gladiateur, containing the Borghese Gladiator, a magnificent marble sculpture discovered at Antium, and famed throughout the Continent; the Salle de la Pallas, and the Salle Melpomène, where is the largest statue in existence sculptured from a single block. Hence we may pass into the Salle de la Vénus de Milo, a variegated marble chamber draped with crimson hangings, and containing in the exquisite Venus that remains as

one of the masterpieces of Grecian art, the greatest treasure amongst the sculptures of the Louvre. This remarkably graceful example of bygone skill was discovered at Milos, an island in the Grecian Archipelago, and was fortunately secured by the French Government for the sum of six thousand francs. The succeeding rooms are the Salle de la Psyché, the Salle d'Adonis, the Salle d'Hercule, the Salle de la Médée, and the Salle de Phidias, where, amongst other examples of Grecian statuary in relief, are portions of the Frieze of the Parthenon. The remaining collections of antique sculpture comprise the Salle d'Auguste, the Salle des Antonins, and the Salle de Sévère—three chambers noteworthy for their busts of the Roman Emperors. After these we find the Salle de Rome, the Salle de Mithras, the Salle des Quatre Saisons, and the Salle de Mécène, the latter communicating with the Salle de la Rotonde, where are a remarkable statue of Mars and the Lycian Apollo. Hence across the Escalier Daru we reach the Galerie Daru, containing bronze reproductions of antiques, principally executed during the sixteenth, seventeenth, and eighteenth centuries.

Our next visit will be made to the Sculpture of the Renaissance and Mediæval periods, which may be seen in the galleries of the southern façade which faces the Seine. Crossing the quadrangle to the doorway, which will be found to the left of the central arch, we enter the Renaissance courts, those on the right being known as the Salle de Michel Ange and the Salle de Jean Goujon, while in the opposite direction are the Salle de Christophe Colombe and the Salle des Anguiers, all of which are stored with highly ornamental

examples peculiar to the periods.

We now return across the court to the Pavillon de Sully, and by an entrance to the right of the gateway approach the saloons belonging to Modern Sculpture. The first of these is the Salle de Puget, whence we pass to the Salle de Coyzevox, and returning come to the Salle Costou, the Salle de Houdon, the Salle de Chaudet, and the Salle de Rude, the various chambers containing specimens

of statuary from the later French studios.

The remaining portion of the ground floors is occupied by the Egyptian, Assyrian, and Asiatic museums; the Christian and the Jewish collections; and the Museum of Engravings, where may be viewed copper-plate impressions of the various works of art in the Louvre, and any of these prints can be purchased at prices fixed in their accompanying catalogue. The Egyptian galleries are especially noteworthy for the massive tombs and various antiquities discovered by Mariette, Champollion, and other French explorers; while the Assyrian courts are remarkable for the interesting relies of ancient Nineveh gathered by Sir A. H. Layard and Monsieur Botta. A similar collection was forwarded to the British Museum.

Our tour through the first-floor saloons will naturally commence with a short or long inspection of the incomparable picture galleries, to reach which we pass under the Pavillon de Sully into the Place de Napoléon, and, turning towards the new buildings of the southern façade, approach the Pavillon Denon. Ere proceeding further, we should perhaps remark that catalogues of the pictures can be purchased at the entrance, the complete catalogue costing 6 francs. The separate editions comprise a catalogue for the French School, 2 francs; for the Italian and Spanish Schools, 2 francs; for the Dutch and Flemish Schools, 1 franc 25 centimes; and for the La Caze collection, 50 centimes. It may be noted that the works belonging to the principal European schools bear their respective numbers in different distinctive colours. Thus paintings by French artists are labelled in black figures, and those from the Italian and Spanish schools in red; while the productions of the Dutch and German painters are marked by blue. Students desiring to copy works in the Louvre can obtain the necessary permission by making application to "M. le Ministre des Beaux-Arts, Ministère de l'Interieur, en ville."

Arriving at the Pavillon Denon we pass underneath the arch and enter a doorway on our left, walk through the previouslymentioned Galerie Denon, containing bronze reproductions of antique statuary, and ascend the staircase by which we reach the picture galleries. From the landing we may enter the saloons through the celebrated Galerie d'Apollon, one of the most richlydecorated halls of the Louvre; by the Salle des Sept Mètres, filled with pre-Raphaelite subjects; or across the Salle Duchâtel, a small apartment noteworthy for its collection of frescoes by Luini. Presuming that we adopt the latter course, we at once find ourselves in the far-famed Salon Carré, where are hung the costly chefs d'œuvre of the old masters. Amidst so vast an embarras de richesse it is difficult to name any special works without great danger of appearing to draw invidious distinctions, yet we should perhaps notice the "Immaculate Conception," a wonderful masterpiece in composition and colouring, by Murillo, which was acquired by Napoleon III. for the sum of £24,000; the "Marriage at Cana," an immense canvas of Paul Veronese, and a "Magdalene" by the same artist; a "Madonna and Child," executed by Perugino; "The Entombment" and a portrait, two brilliant characteristic works of Titian: "Jupiter and Antiope," and another work, due to the genius of Correggio; together with priceless gems from the brushes of such men as Spagnolletto, Leonardo da Vinci, Gentile Bellino, Herrera, Rembrandt, Raphael, Vandyke, Gerard Dow, Memling, and Nicolas Poussin.

Leaving the Salon Carré we now pass into the Grand Galerie,

nearly a quarter of a mile in length, and bearing on its walls a marvellously valuable array of canvas, comprising many masterpieces of Italian, Spanish, Dutch, and German art. Ere giving a cursory notice of these treasures we may briefly visit the Salle des Sept Mètres, reached through an opening on our right, and stored with numerous examples of the earlier masters, the more remarkable being those due to Gozzoli, Botticelli, Francia, Fra Angelico, Solario, Signorelli, Costa of Ferrara, Perugino, Giotto, Pinturicchio, Filippino Lippi, Mantegna, Beltraffio, Lorenzo di Credi, and Uccello.

We now proceed along the crowded avenues of the Grande Galerie, which, by slightly projecting walls, is divided at fixed intervals into four sections. The first of these is devoted to subjects from the Italian school, including some striking pictures by Albertinelli, Giulio Romano, Marco da Oggianio, Lorenzo Lotto, Palma Vecchio, Paul Veronese, Raphael, Leonardo da Vincì, Luini, Titian, and

Fra Bartolomeo.

The second section, where are specimens of Bolognese, Neapolitan, and Spanish art, is mostly noteworthy for the work of Guido Reni, Murillo, Annibale Caracci, Canaletti, and Velasquez. At the termination of this series we reach an opening on our right, which communicates with the magnificent Salle des Etats, its walls thickly hung with paintings, and connecting at the northern end with the Salon de Denon, which lies between the two principal galleries of French artists. Continuing our tour through the Grande Galerie, we next come to the Spanish school, mostly rich in Murillos, but also containing examples by Velasquez and Zurbaran. The remaining sections to the end of this gallery are occupied by works of the Dutch, Flemish, and German masters, including examples by Albrecht Durer, Quentin Matsys, Vandyke, Teniers the Younger, Rembrandt, Holbein, Rubens, Gerard Dow, De Hoogh, Van de Velde, Hobbema, Hals, Ruysdael, Wouvermans, Van Ostade, Jan Steen, Huysman, Berghem, Paul Potter, Cuyp, and Amongst these we should notice a remarkable series of twenty-four large pictures executed by Rubens, from 1621 to 1625, for Marie de Médicis, and originally placed in the Palais de Luxembourg. These large paintings depict the birth, destiny, education, and marriage of Marie de Médicis, the Queen-Consort of Henri IV., together with the principal circumstances of her eventful history.

After concluding our inspection of the Grande Galerie, we turn aside to the right, and pass through four small rooms devoted to pictures by the earlier French painters. The first apartment contains one or two works by Clouet, the father of the French school, who painted during the earlier portion of the sixteenth century.



THE APOLLO GALLERY, THE LOUVER, PARIS.

PARIS, 123

The remaining works in the room are by followers of this master. We next come to the somewhat indifferent canvases of Eustache Lesneur, who died in 1655; while the third and fourth apartments are noteworthy for some fine marine studies of French seaports, mostly due to the well-known Joseph Vernet, probably one of the best-known painters of the period immediately preceding the first downfall of French monarchy. Through a small room, where are a few specimens by Constable, Morland, and other English artists,

we reach the staircase of the Pavillon Mollien.

Crossing the landing, we enter the Galerie Mollien, a spacious and well-lighted saloon, in which are hung various paintings by French artists. Undoubtedly the beautiful canvases of Claude Lorraine are the finer pictures of the collection, although it also comprises some choice subjects by Courtois, Lefevre, Lenain, Lesueur, Mignard, Poussin, Rigaud, and Vouet. Across the lofty Salon Denon, attractive for its richly-decorated ceiling bearing emblematical panels illustrative of progress in French art, and containing some historical paintings by Charles Lebrun and pastorals by Boucher, we reach the Galerie Daru, which is mostly representative of the French school during the eighteenth century. Here are numerous valuable specimens from the brushes of Boucher, Chardin, David, Desportes, Drouais, Gerard, Gros, Ingres, Lancret, Oudry, Pater, Robert, Vanloo, Vernet, and Watteau; but the gems of this saloon are "The Ungrateful Son," "The Prodigal's Return," and "The Broken Pitcher," three fine paintings by Greuze, which are greatly copied by students.

Emerging upon the principal staircase, from whence we started on our perambulations, we pass on, and from the same landing enter the Salle des Sept Cheminées, where are placed the larger French works, chiefly executed during the same period as those in the Salon Daru. The leading painters here represented are David, Gerard, Géricault, Gros, Lebrun, Prudhon, and Regnault. The adjoining small apartment, known as the Salle Henri II., contains works by Boucher, Coypel, Prudhon, Vanloo, and Vernet. Beyond this is the Salle la Caze, where is a valuable collection of paintings which have been bequeathed to the nation, and comprise some exceedingly striking studies by Chardin, together with productions of Breughel, Hals, Rembrandt, Rigaud, Teniers, Van Ostade, and Watteau. With this room we close our tour through the principal halls of paintings, but the supplementary collection on the second floor, reached from Room V. of the Galleries of Drawings, has

many features of intrinsic worth and interest.

Presuming that we wish to continue our study of the art galleries, we next turn to the Museum of Drawings, entered from the staircase in the Pavillon de Sully, and containing some 35,000 sketches by the principal Italian, Spanish, Dutch, Flemish, German, and French artists. This collection occupies fourteen rooms, and amongst the painters of renown whose initial works can be here inspected are Michael Angelo, Andrea del Sarto, Chardin, David, Durer, Holbein, Charles Lebrun, Leonardo, Le Sueur, Claude Lorraine, Perroncean, Nicolas Poussin, Raphael, Rembrandt, Rubens, Titian, and Watteau. A catalogue of the drawings may

be obtained for the sum of 3 francs.

Continuing our inspection of the halls on the first floor, we now proceed eastward from the Salle des Sept Cheminées to the curiosities of the Campana collections, comprising the Musée Campana, the Salle des Terres Cuites, the Salle des Vases Noires, the Salle du Tombeau Lydien, the Salle des Vases Corinthiens, the Salles des Vases à Figurines Noires, the Salle des Rhytons, and the Salle des Fresques. Another interesting series is that to be found in the Egyptian Museum, including three chambers of Egyptian antiquities, the Salle Historique, and the Salle Funéraire. The Grecian antiquities are grouped in the Salle des Vases Peints, the Salle Grecque, the Salle des Vases Peints en Rouge, and the Salle d'Homère. Neither should we overlook the choice assemblage of Renaissance curiosities, the various rooms containing Della Robbia ware, Italian and Nevers ware, Hispano-Moorish and Italian pottery, French ware (rich in examples by Bernard Palissy), bronzes, ornamental glass, and the unique collection in the Savageot Room, also the Ivories and the Antique Bronzes.

Before leaving the Louvre we should recommend the visitor to view the five rooms allotted to the Musée des Souvenirs, where are stored many historical or national relics, amongst which are missals and books that belonged to the early French sovereigns, a collection of armour mostly used by bygone kings of France, the crown and other regal insignia of the Emperor Charlemagne, the coronation robes and various articles of clothing worn by Napoleon Bonaparte, and the jewel-case of Marie Antoinette, with many other articles too numerous to mention in detail. Finally, we might well repair to the second floor, where is the exceedingly well-arranged Musée de la Marine, in which are plans of the principal French naval establishments, models of vessels, and other details of marine interest. In adjacent apartments are the Chinese collection and the Ethnographical Museum. (The Galleries of the Louvre are, with the exception of Mondays, opened daily-in summer from 9 a.m. to 5 p.m., and in winter from 10 a.m. to 4 p.m. The Egyptian, Assyrian, Grecian, and Campana collections, with the Renaissance and Modern Sculptures, are not open until 1 p.m.)

Again in the Rue Rivoli we make a brief divergence from our course westward, and through one of the many openings that bear

away on our right reach the Rue St. Honoré, where stands the well-known Palais Royal. This stately building was raised from 1629 to 1634 by the ambitious Cardinal Richelieu, who lavished immense sums on its embellishment, added a magnificent theatre. also a handsome chapel, and at his death in 1643 bequeathed the imposing pile to his royal master, Louis XIII. His successor, Louis XIV., granted the use of the palace to Henrietta Maria, the widow of the unfortunate Charles I. of England, whose daughter married the king's brother, the Duke of Orleans, on whom it was next bestowed. In after-days the palatial residence became disgraced by the debaucheries of an infamous court ruled by the Regent Orleans, whose successor in more senses than one was his grandson Philip Egalité. This unworthy scion of the great Orleans family, having shattered his fair fortunes, conceived the idea of surrounding the gardens with cafés and shops, along which ran sheltered arcades, that soon became a haunt for the pleasure-loving Parisians. It escaped the ravages of the Great Revolution, but suffered severely during 1848, when the mob ransacked the royal apartments and committed enormous destruction. From this time it fell into the hands of the Bonapartists, until the sad reverses of 1871, when, under the Republic, the Palais Royal was chosen as the seat of the Conseil d'Etat. The present gardens and their surrounding cafés ofttimes present a characteristically busy scene of middle-class Parisian life, and at times are enlivened by good military bands.

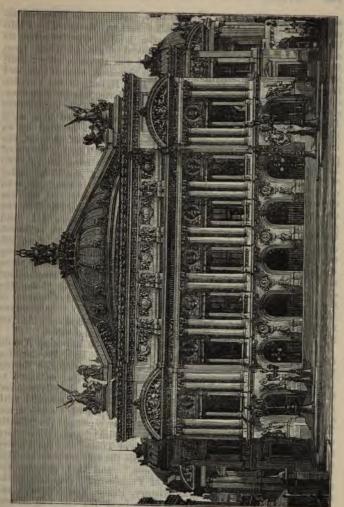
Standing near the corner of the Palais Royal, and looking along the Avenue de l'Opéra, we gain a view of the splendid Opera House, probably the finest theatre in the world, which owes its design to M. Garnier, and occupied some thirteen years in its erection. Its site was originally covered by nearly five hundred houses, the ground being worth about £500,000, which, added to £1,500,000, the cost of the building, made a total expenditure of two millions. Both its exterior statuary and interior decorations are extremely ornate, and amongst the more meritorious portions of the vast structure are the grand staircase, enriched with exquisite carvings and allegorical paintings, the Avant Foyer, and the Grand Foyer, a spacious and handsome hall, 540 feet in length, presenting a veritable fairyland of mirrors, chandeliers, paintings, and other costly decorations. The season performances take place on Mondays, Wednesdays, and Fridays; also on Saturdays and Sundays. The

box-office for tickets is situated in the Rue Auber.

Passing northward up the Rue de Richelieu, we soon reach the Bibliothèque Nationale, an enormous block of quadrangular form, having its other frontages in the Rues Colbert, Vivienne, and Des Petits Champs. This vast structure, which is a similar institution in Paris to that of the British Museum in London, although in existence as early as the reign of Louis XIV., was not officially organised until 1838, and now contains nearly 4,000,000 volumes and about 200,000 manuscripts. The four principal departments are printed books, manuscripts, coins and medals, and engravings. In the former, which is supplied with two well-designed reading-rooms, are several of the most priceless treasures in rare books to be found on the Continent, and no less than 250,000 maps and plans, forming the finest collection in Europe. The manuscripts are stored in the splendid Galerie Mazarine, and are duly listed in Few numismatic museums can equal the 200,000 coins, medals, seals, and antiques, treasured here, and enumerated in the official catalogue. But for the lover of art, the most attractive features of the whole are the engravings, comprising a most complete series of French art from the fifteenth century. In the Salle de Luynes is a collection of curiosities presented to the nation by the Duc de Luynes. (The library is open from 10 a.m. to 4 p.m., with the exception of Sundays, holidays, and the last fortnight in Advent. The public are admitted to the old reading-room and the collection of coins only. Students' reading orders may be obtained of the "Conservateur, 8, Rue des Petits Champs;" but foreigners will need a recommendation from their Embassy.)

While in this neighbourhood, a short walk will lead us to the Rue Croix des Petits Champs, where stands the Bank of France: while another through Rue Vivienne will bring us to the Place de la Bourse, a fine open square, taking its name from the handsome Stock Exchange of Paris, which was modelled in 1826 after the Temple of Vespasian in the Forum at Rome, and for more than half a century has formed the important headquarters of financial France. The huge structure, designed by M. Brongniart, was commenced in 1808, and completed by M. Labarre, at a cost of £350,000. It is adorned with statues of Commerce, Law, Industry, and Agriculture, each figure occupying a corner of the building; and has a fine clock over the arched entrance, serving to regulate Parisian time, which is 85 minutes faster than Greenwich. The principal apartment is the great hall, 105 feet in length. which for the few hours immediately succeeding noon is frequently the scene of intense and indescribable excitement. (Strangers are allowed to visit the galleries, which afford an excellent view of the hall.)

If, instead of passing from the Louvre to the Rue Rivoli, we turn westward, we shall find ourselves in the Place du Carrousel, where, until the brief triumph of the Commune in 1871, stood the majestic Palais de Tuileries, which took its name from the tile manufactory that existed on the site before 1518, when it was



THE OPERA HOUSE, PARIS.

acquired by François I. Here, in 1564, Catherine de Médicis commenced the erection of a stately palace that was designed by Philibert Delorme and Jean Bullant, who jointly superintended its construction. The vast building received slight additions from Henri IV. and Napoleon Bonaparte, but was almost wholly rebuilt and enlarged during the regime of Louis Napoleon, when it extended from the Pavillon de Maison, in the Rue Rivoli, to the Pavillon de Flore overlooking the Seine. The Tuileries was only an occasional residence with the Bourbons until 1789, when the unfortunate Louis XVI, was fetched from Versailles, and reigned here until the fatal 20th of July, 1792, when it was first invaded by an insurgent mob. Twenty-one days later, the 10th of August, the people rose in revolution and inaugurated the fearful Reign of Terror by an attack on their monarch and the royal family, who were bravely defended by their Swiss Guards, until the latter collapsed before the overwhelming numbers of their assailants, who carried on a remorseless work of murderous plunder and reckless destruction. A few years later the Tuileries was inhabited by the great First Consul, and subsequently by Louis XVIII. and Charles X., until the Revolution of 1830 again ejected an inefficient monarchy. The next king, Louis Philippe, in 1848 once more left the palace in the hands of a revolutionary populace, that ere long was gratified by the glitter and pomp that for nearly twenty years marked the Tuileries of Napoleon III. as the most resplendent court of Europe, until the fearful national disaster of Sedan, the flight of the Empress Eugènie, the investiture and entrance of Paris by the German army, and the awful ravages of the Commune furnished a sad preface to the incendiary conflagration which on the 24th of May, 1871, left the Tuileries in ruin and ashes.

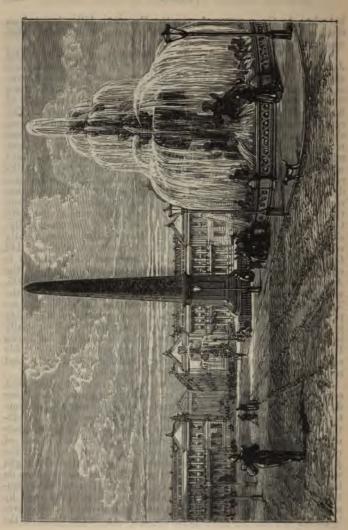
On the western side of the square stands the imposing Arc du Carrousel, which was designed by Fontaine and Percier for Napoleon I., in commemoration of his European victories during 1805 and 1806, and originally formed the principal entrance to the courtyard of the Tuileries. The archway, a slightly-reduced reproduction of the Arch of Severus at Rome, is adorned with elaborate marble reliefs depicting the triumphs of French arms. Those on the eastern façade facing the Louvre represent the "Battle of Austerlitz" and the "Capitulation of Ulm;" and the western façade bears the "Signing of the Peace of Tilsit" and the "Entry of the French Army into Munich;" while the side towards the Rue Rivoli shows the "Entry into Vienna," and that opposite the Seine, the "Signing of the Peace of Pressburg." Supporting the frieze are statues of France, History, Peace, and Victory; and the summit originally served as a platform for the magnificent bronze Corinthian horses forcibly taken from St. Mark's, Venice;

but when, by the reverses of war, the European Allies insisted on their restoration, Bosio skilfully modelled a duplicate group, which

was completed in 1828.

Westward from the Arc du Carrousel extend the beautiful Jardins des Tuileries, which rather more than two hundred years since were laid out by André Lenôtre for Louis XIV., and cover some sixty-seven acres with fresh green sward and well-grown timber; while the ornamental portions are gay with parterres of flowers, glistening fountains, and groups of marble statuary. The central grove of stately horse-chestnuts, a delightfully umbrageous shelter on sunny afternoons, is especially crowded during the summer months between the hours of four and six, when an excellent military band performs in the gardens. The two avenues of limes which run parallel with the Rue Rivoli and the Seine, near the walks respectively known as the Terrasse des Feuillants and the Terrasse du Bord de l'Eau, are crossed near their centre by the path that reaches from the Rue Castiglione to the Pont de Solferino. From this point we may obtain a pleasing view northward of the lofty Colonne Vendôme, which stands in the centre of the octagonallyshaped Place Vendôme. This stately Doric pillar, which greatly resembles the Column of Trajan at Rome, rises to a height of 142 feet, and is surmounted by a statue of the great Napoleon. It is covered with bronze plates, cast from 1,200 cannon lost by the Austrian and Russian armies during the French victories of 1805, which are recorded at its base. Amongst other attractions of the Tuileries Gardens we should not overlook the finely-chiselled reproductions of antique and modern statuary which are admirably grouped in various parts of the extensive grounds, but especially in the vicinity of the fountains; the sheltered lawns of La Petite Provence, decorated with emblematical sculpture; and the noble equestrian marbles of Mercury, Victory, and Fame, that are placed near the approach from the Place de la Concorde.

Our onward course now brings us to what is perhaps the most central and certainly the finest square in modern Paris. The Place de la Concorde was formed from waste ground almost at the same time as the gardens of the Tuileries, and in bygone days was oftimes the arena for many tumultuous rejoicings, frenzied outbursts of popular indignation, and imposing spectacular exhibitions of regal, imperial, or democratical splendour. At various periods the Place has undergone a change of name; but the event most fraught with sad significance occurred during 1792, when, as the Place de la Révolution, it beheld the erection of the guillotine and the executions of Louis XVI. and Marie Antoinette, who were followed by numbers of their ill-fated followers, until at last many of the revolutionary leaders themselves in turn met with a similar death at the



THE PLACE DE LA CONCORDE, PARIS.

hands of the excited and unreasoning populace; and the cruel Reign of Terror here recorded in less than two years the decapitation of some 2,800 victims. The wide area, paved with asphalte, has a length of 1,170 feet, and is 705 feet in width. In its centre is the celebrated Luxor Obelisk, the companion to Cleopatra's Needle, an immense monolith of granite, presented by Mohammed Ali to King Louis Philippe, and brought to Paris at an expense of £80,000. On the borders of the square are emblematical statues of the eight principal cities in provincial France, including Rouen and Brest. Bordeaux and Nantes, Marseilles and Lyons, with Lille and Strasburg, the latter since 1871 having been draped with crape. On either side of the central obelisk is a spacious fountain, over fifty feet in diameter, and surrounded by sculptures of nereids and dolphins. The northern basin, dedicated to the rivers, is adorned with statues emblematical of the Rhine and the Rhone; while the southern fountain, devoted to the seas, has allegorical representations of the Pacific and the Mediterranean.

At this point we join the famed Champs Elysées and part company with the Rue Rivoli, which for some two miles from the Hôtel de Ville has furnished the main thoroughfare of our civic tour. But ere passing onward we may briefly mention the principal buildings that can be viewed to the north and south of the Place de la Concorde. In the former direction, at the eastern side of the Rue Royale, stands the French Admiralty Office, a noble design of Gabriel, erected during the eighteenth century. Looking along the street we perceive, on slightly-rising ground, the handsome Corinthian elevation of the Madeleine, originally designed by Constant d'Ivry, who was successively followed by the architects Conture and Vignon, the interior being undertaken by Huvé. Their united work commenced in 1764, was completed in 1842, it having extended over seventy-eight years, and involved an expenditure of £520,000. The exterior of this imposing Grecian edifice is adorned by rows of fluted columns, forming niches for statuary. It is remarkable for the finely-sculptured tympanum by Lemaire, which depicts the "Last Judgment," and surmounts the principal entrance, also noteworthy for its elaborately-panelled bronze doors designed by Triqueti. The vast interior, lighted by three domes decorated in colours and gold, will seat 5,000 persons, and deserves attention for an exquisite composition by Marochetti, and some of Zingler's beautiful frescoes near the high altar, a marble group by Rude in the baptistery, a splendid sculpture by Pradier in one of the side chapels, and a magnificent organ. (The Madeleine is open to the public from 1 p.m. to the close of the afternoon.)

Turning towards the south of the Place de la Concorde, which faces the Seine, we notice on the opposite bank of the river, near

the Pont de Concorde, the substantial pile of the Corps Législatif or Palais Bourbon, the seat of the French Assembly. The structure, although commenced in 1722 under Girardin, did not receive all its present details until 1807, when it was completed by Mansart. Its northern elevation, facing the river, consists of twelve Corinthian columns surmounted by an ornamental tympanum; while the southern or principal front faces the Place du Palais Bourbon. Within are the fine halls known as the Salle des Séances, a handsome apartment adorned with statuary and used by the Chamber of



CHURCH OF THE MADELEINE, PARIS.

Deputies; the Salle des Conférences, containing a magnificent picture of "Mazeppa" by Horace Vernet; and the Salle Casimir Périer, where are statues of Mirabeau, General Foy, Périer, and Bailly, Mayor of Paris in the memorable year of 1789. In the immediate neighbourhood are the Home Office, the Foreign Office, and other departments of the French Government; while further away to the right rises the gilded dome of the Hôtel des Invalides, marking the burial-place of Napoleon Bonaparte.

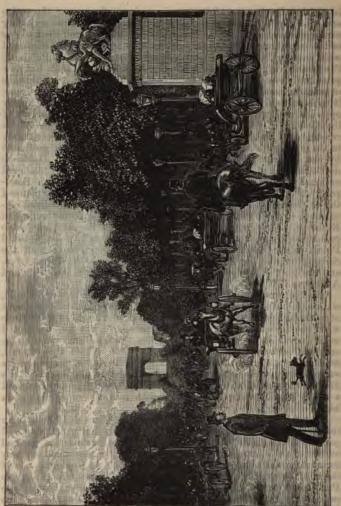
We now continue our perambulations towards the west end of the capital, traversing the brilliant thoroughfare of the well-known Champs Elysées, first planted with trees in 1616 by Marie de Médicis, and named by her the Grand Cours. This charminglyshaded resort of fashionable Paris extends a distance of 2,100 feet from the Place de la Concorde to the Rond Point, and is 12,000 feet

in width. During the afternoons in spring and summer the entire area is gay with pedestrians, equestrians, and those enjoying carriage exercise; while the hundreds of chairs around the trees or in the neighbourhood of the numerous cafés and shows are thronged with loungers. Here in an open space on our left is the Palais de l'Industrie, originally erected for the Exhibition of 1855, but now principally remarkable as the scene of the annual Salon, or exhibitions of paintings and sculpture, held during May and a portion of June; it is also used for various shows of a technical character. Nearly opposite, and with its gardens abutting the northern boundary of the Champs Elysées, is the famous Palais de l'Elysée, an official residence of the President of the French Republic. Erected early in the eighteenth century, the palace was, amongst others, possessed by the notorious Madame de Pompadour and the last Duchesse de Bourbon, but since the Great Revolution has been considered national property, and as such was inhabited by Napoleon Bonaparte, and later on by his nephew, Louis Napoleon, who here planned the celebrated Coup d'Etat of December 1st, 1851. The front elevation is towards the Fanbourg St. Honoré, not far from the British Embassy. Pressing forward we leave behind us the fashionable promenades, and come to the Etoile des Champs Elvsées or Rond Point, where centre several roads. From here we ascend the rising ground of the Avenue des Champs Elysées, lined with trees, and forming a favourite residential district for English and American families.

On the summit of the hill, in the centre of the Place de l'Étoile, stands the magnificent Arc de Triomphe, a truly colossal monument of national victories, designed by Chalgrin, and raised in accordance with the instructions of Napoleon Bonaparte, but not completed until the régime of Louis Philippe, when the total sum spent on its erection had reached the amount of £400,000. From the summit, reached by a flight of 261 steps, is a splendid view of Paris and its surroundings. This gigantic structure, probably the largest of its kind in the world, has a height of 160 feet, a width of 146 feet, and a depth of 72 feet, and is adorned with magnificent sculptures in

high relief.

It has been previously mentioned that the Place de l'Étoile is an important centre whence radiate twelve roads that penetrate to all parts of Paris or its suburbs. We have also furnished a general outline of the surrounding district, therefore we now wend our way for about a mile along the wide Avenue du Bois de Boulogne, one of the most beautiful and best-lighted thoroughfares of fashionable Paris, cross the "Chemin de Fer de Ceinture," and enter the exquisite park by the Porte Dauphine. The truly magnificent expanse of the Bois de Boulogne comprises 2,250 acres of well-timbered grassland,



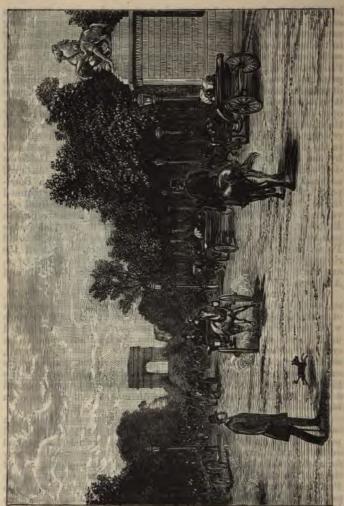
THE CHAMPS ÉLYSÉRS, PARIS.

which were acquired by the city in 1852, and laid out at a cost of £80,000. Here are broad carriage drives; two splendid lakes, well stocked with water-fowl and fish, and provided with every convenience for boating; various smaller sheets of ornamental water; a charmingly shady and secluded wood; and an artificial waterfall, having a descent of forty-five feet. Abundant provision for refreshments will be found at the cafés and restanrants in various parts of the park. Amongst the best-known localities are the racecourse of Auteuil, the racecourse of Longchamps, and the celebrated Jardin d'Acclimatation. The principal thoroughfares are the Avenue de Longchamps, the Allée des Fortifications, the Allée de la Reine Marguérite, the Allée de l'Hippodrome, and the Rente de Suresnes. In addition to the Porte Dauphine, the park is entered by the Porte Maillot, reached by the Avenue de la Grande Armée, which affords a direct road to the Zoological Gardens. Other entrances are near the Trocadéro Palace and the Passy and Auteuil stations of the "Ceinture Railway."

Next to the natural beauties of the park itself, its principal attraction to Parisians is to be found in the Jardin d'Acclimatation, originally founded in 1860 for the encouragement of zoology and botany, but now principally devoted to the purposes of recreation, in which the grand afternoon concerts and periodical ethnographical exhibitions are prominent features. The gardens are of an oval form, contain an ornamental lake abounding with water-fowl, and are furnished with numerous specimens of domestic and wild animals. Amongst the more interesting minor features are the

shows of dogs, poultry, silkworms, bees, and aquaria.

Leaving the Bois de Boulogne by the Porte la Muette, near the Avenue du Trocadéro of the "Ceinture Railway," we pass along the Avenue du Trocadéro to the magnificent Byzantine pile of the Trocadéro Palace, a vast structure in white stone designed by Daviowd and Bourdais, and erected at a cost of £500,000 for the French International Exhibition of 1878. The central hall is surmounted by an immense dome—over 170 feet in diameter which is crowned by a gigantic statue of Fame; while on either side are lofty towers 230 feet in height, their summits being reached by hydraulic lifts. The principal elevation is bordered by a wide balcony adorned with emblematical statuary and overlooking the park, towards which flows an immense cascade that empties itself into a spacious circular basin and thence descends to the Seine. The festival hall, largely used for concerts and other musical entertainments, contains one of the most powerful organs in Paris, and is capable of accommodating 6,000 persons. In the colonnades are suites of rooms, which are used for various museums.



THE CHAMPS ELYSERS, PARIS.

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THE ARC DE TRIOMPHE DE L'ÉTOILE, PARIS.

have formed a charming continuation of the ornamental grounds. This extensive tract was first enclosed in 1790, when hundreds of thousands were present at the Fête de la Fédération, which cele-

celebrated the wrecking of the Bastille. Here, in the presence of his assembled subjects, Louis XVI. swore fidelity to the Constitution, which, but two years later, sought his death. During 1802 Napoleon Bonaparte took possession of the ground as a field for military exercises, and since then it has been the scene of various naticelebrations connected with the French army, one of the more remarkable being the distribution of eagles by Napoleon III. in 1852. In later years the Champ de Mars has acquired a world-

wide reputation as the arena of International Exhibitions.

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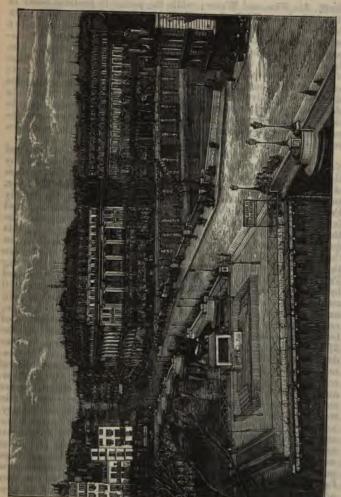
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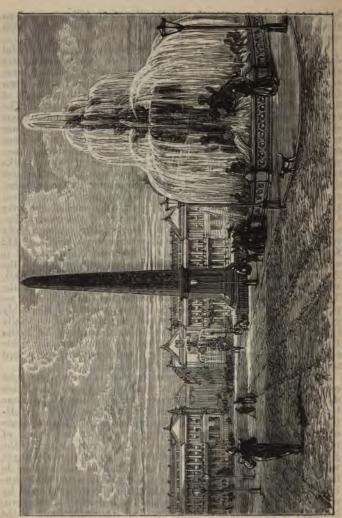
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THE PONT NEUF, PARIS.



THE PLACE DE LA CONCORDE, PARIS.

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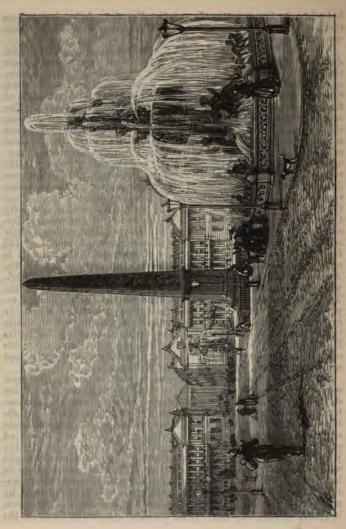
We now continue our perambulations towards the west end of the capital, traversing the brilliant thoroughfare of the well-known Champs Élysées, first planted with trees in 1616 by Marie de Médicis, and named by her the Grand Cours. This charminglyshaded resort of fashionable Paris extends a distance of 2,100 feet from the Place de la Concorde to the Rond Point, and is 12,000 feet

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On the summit of the hill, in the centre of the Place de l'Étoile, stands the magnificent Arc de Triomphe, a truly colossal monument of national victories, designed by Chalgrin, and raised in accordance with the instructions of Napoleon Bonaparte, but not completed until the régime of Louis Philippe, when the total sum spent on its erection had reached the amount of £400,000. From the summit, reached by a flight of 261 steps, is a splendid view of Paris and its surroundings. This gigantic structure, probably the largest of its kind in the world, has a height of 160 feet, a width of 146 feet, and a depth of 72 feet, and is adorned with magnificent sculptures in

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It has been previously mentioned that the Place de l'Étoile is an important centre whence radiate twelve roads that penetrate to all parts of Paris or its suburbs. We have also furnished a general outline of the surrounding district, therefore we now wend our way for about a mile along the wide Avenue du Bois de Boulogne, one of the most beautiful and best-lighted thoroughfares of fashionable Paris, cross the "Chemin de Fer de Ceinture," and enter the exquisite park by the Porte Dauphine. The truly magnificent expanse of the Bois de Boulogne comprises 2,250 acres of well-timbered grassland,



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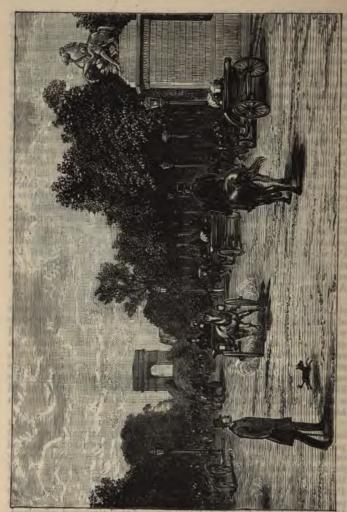
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which were acquired by the city in 1852, and laid out at a cost of £80,000. Here are broad carriage drives; two splendid lakes, well stocked with water-fowl and fish, and provided with every convenience for boating; various smaller sheets of ornamental water; a charmingly shady and secluded wood; and an artificial waterfall, having a descent of forty-five feet. Abundant provision for refreshments will be found at the cafés and restaurants in various parts of the park. Amongst the best-known localities are the racecourse of Auteuil, the racecourse of Longchamps, and the celebrated Jardin d'Acclimatation. The principal thoroughfares are the Avenue de Longchamps, the Allée des Fortifications, the Allée de la Reine Marguérite, the Allée de l'Hippodrome, and the Rente de Suresnes. In addition to the Porte Dauphine, the park is entered by the Porte Maillot, reached by the Avenue de la Grande Armée, which affords a direct road to the Zoological Gardens. Other entrances are near the Trocadéro Palace and the Passy and Auteuil stations of the "Ceinture Railway."

Next to the natural beauties of the park itself, its principal attraction to Parisians is to be found in the Jardin d'Acclimatation, originally founded in 1860 for the encouragement of zoology and botany, but now principally devoted to the purposes of recreation, in which the grand afternoon concerts and periodical ethnographical exhibitions are prominent features. The gardens are of an oval form, contain an ornamental lake abounding with water-fowl, and are furnished with numerous specimens of domestic and wild animals. Amongst the more interesting minor features are the

shows of dogs, poultry, silkworms, bees, and aquaria.

Leaving the Bois de Boulogne by the Porte la Muette, near the Avenue du Trocadéro of the "Ceinture Railway," we pass along the Avenue du Trocadéro to the magnificent Byzantine pile of the Trocadéro Palace, a vast structure in white stone designed by Daviowd and Bourdais, and erected at a cost of £500,000 for the French International Exhibition of 1878. The central hall is surmounted by an immense dome—over 170 feet in diameter which is crowned by a gigantic statue of Fame; while on either side are lofty towers 230 feet in height, their summits being reached by hydraulic lifts. The principal elevation is bordered by a wide balcony adorned with emblematical statuary and overlooking the park, towards which flows an immense cascade that empties itself into a spacious circular basin and thence descends to the The festival hall, largely used for concerts and other musical entertainments, contains one of the most powerful organs in Paris, and is capable of accommodating 6,000 persons. In the colonnades are suites of rooms, which are used for various museums.

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THE ARC DE TRIOMPHE DE L'ÉTOILE, PARIS.

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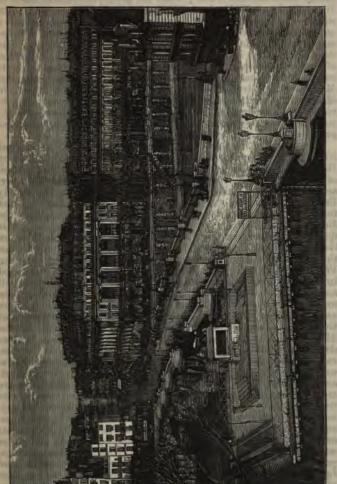
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We now return to the Esplanade des Invalides, and along the Rue de Jena reach the quays that border the southern bank of the Seine. Passing the Foreign Office, we come to the Chambre des Députés, or the seat of the Corps Législatif, described when viewed from the Place de la Concorde. At the Pont de Concorde we have a choice of two principal routes towards the Musée de Cluny and the Palais de Luxembourg. The more direct road lies through the lengthy Boulevard de St. Germain, along which are found the War Office, the Board of Works, the Hôpital de la Charité, and St. Germain des Prés, one of the few ancient churches of the capital, and noteworthy for its remains of the Norman and early Gothic periods. Since its restoration the sacred edifice has been remarkable for its splendid decorative work, the fine wall-paintings and frescoes by Flandrin and Cornu being choice examples of their kind. Not very far distant, but on the opposite side of the boulevard, is the Ecole de Médicine, a spacious classical structure, having an amphitheatre with seats for 1.400 students, a valuable anatomical museum, and a medical library of 30,000 volumes. Near this point the Boulevard de St. Germain crosses the Boulevard de St. Michel, affording access to the Musée de Cluny, the Panthéon, and the Gardens of the Luxembourg; while the former thoroughfare finds its eastern termination on the Quai St. Bernard, near the immense Halle aux Vins, the great centre of the wine trade, an enormous national interest. The buildings and vards here located cover about one hundred acres, have accommodation for 20,000,000 gallons of

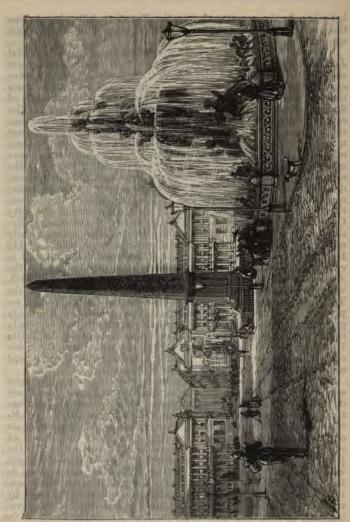
wine, and the stores of brandies and wines contained within its area frequently comprise nearly half a million of casks containing the choicest vintages of Champagne, Burgundy, Languedoc, and Bordeaux.

Our alternative course lies by the riverside, whence we successively gain views of the Tuileries Gardens and the palatial pile of the Louvre, which border the northern quays of the Seine. Proceeding along the Quai d'Orsay, we soon approach the Palais de la Légion d'Honneur, designed about a century ago by Rousseau for Prince Salm Kyrburg, from whom it passed into the hands of the gifted Madame de Stael; thence to the Provisional Government; and when, after a brief ownership by a certain Marquis de Beauregard, it again relapsed to the State, the palace was by Napoleon I. made the headquarters of his newly-instituted Légion d'Honneur. The Pont de Solferino, nearly opposite this building, communicates with the Tuileries Gardens. After passing the Pont Royal we traverse the Quai Voltaire-which takes its name from an adjoining house wherein the French philosopher died-and near the Pont du Carrousel see the Institut de France, where is located the Bibliothèque Mazarine, not far from the Palais des Beaux Arts on the Quai Malaquais, facing the Louvre. The latter extensive building, which partakes of the Tuscan, Ionic, and Renaissance styles of architecture, provides accommodation for the Ecole des Beaux Arts, was designed by Debret, and completed in 1838; but the northern façade was not finished until 1861. The educational course includes painting, sculpture, engraving, architecture, and seal-cutting; and over one thousand students here receive instruction under competent professors. Chief among many interesting apartments are the picture galleries, known as the Musée des Copies; the Salle des Modèles, containing some two hundred reproductions of antique statuary; the Salle de Louis XIV., with its portraits of the principal French masters; the rooms devoted to architecture and models; the Cour du Mûrier, where may be seen facsimiles of the competitive studies for the Prix de Rome; the Council Room, filled with portraits; the amphitheatre, and the costly art library. (The Palais des Beaux Arts is open daily from 10 a.m. to 4 p.m., but on Saturday closes at 3 p.m. Fee, 1 franc.)

Pursuing our ramble, we now proceed eastward, and shortly after passing the Pont des Arts, which crosses the Seine at a spot just opposite the Louvre, reach the Quai Conti, where stands the substantially-designed Hôtel des Monnaies, or the French Mint, its classic elevation being adorned by emblematical statues of Law, Prudence, Power, Commerce, Abundance, and Peace. The front facing the Rue Guénégaud bears similar figures, representing



THE PONT NEUF, PARIS.



THE PLACE DE LA CONCORDE, PARIS.

hands of the excited and unreasoning populace; and the cruel Reign of Terror here recorded in less than two years the decapitation of some 2,800 victims. The wide area, paved with asphalte, has a length of 1,170 feet, and is 705 feet in width. In its centre is the celebrated Luxor Obelisk, the companion to Cleopatra's Needle, an immense monolith of granite, presented by Mohammed Ali to King Louis Philippe, and brought to Paris at an expense of £80,000. On the borders of the square are emblematical statues of the eight principal cities in provincial France, including Rouen and Brest. Bordeaux and Nantes, Marseilles and Lyons, with Lille and Strasburg, the latter since 1871 having been draped with crape. On either side of the central obelisk is a spacious fountain, over fifty feet in diameter, and surrounded by sculptures of nereids and dolphins. The northern basin, dedicated to the rivers, is adorned with statues emblematical of the Rhine and the Rhone; while the southern fountain, devoted to the seas, has allegorical repre-

sentations of the Pacific and the Mediterranean.

At this point we join the famed Champs Elysées and part company with the Rue Rivoli, which for some two miles from the Hôtel de Ville has furnished the main thoroughfare of our civic tour. But ere passing onward we may briefly mention the principal buildings that can be viewed to the north and south of the Place de la Concorde. In the former direction, at the eastern side of the Rue Royale, stands the French Admiralty Office, a noble design of Gabriel, erected during the eighteenth century. Looking along the street we perceive, on slightly-rising ground, the handsome Corinthian elevation of the Madeleine, originally designed by Constant d'Ivry, who was successively followed by the architects Conture and Vignon, the interior being undertaken by Huvé. Their united work commenced in 1764, was completed in 1842, it having extended over seventy-eight years, and involved an expenditure of £520,000. The exterior of this imposing Grecian edifice is adorned by rows of fluted columns, forming niches for statuary. It is remarkable for the finely-sculptured tympanum by Lemaire, which depicts the "Last Judgment," and surmounts the principal entrance, also noteworthy for its elaborately-panelled bronze doors designed by Triqueti. The vast interior, lighted by three domes decorated in colours and gold, will seat 5,000 persons, and deserves attention for an exquisite composition by Marochetti, and some of Zingler's beautiful frescoes near the high altar, a marble group by Rude in the baptistery, a splendid sculpture by Pradier in one of the side chapels, and a magnificent organ. (The Madeleine is open to the public from 1 p.m. to the close of the afternoon.)

Turning towards the south of the Place de la Concorde, which faces the Seine, we notice on the opposite bank of the river, new

the Pont de Concorde, the substantial pile of the Corps Législatif or Palais Bourbon, the seat of the French Assembly. The structure, although commenced in 1722 under Girardin, did not receive all its present details until 1807, when it was completed by Mansart. Its northern elevation, facing the river, consists of twelve Corinthian columns surmounted by an ornamental tympanum; while the southern or principal front faces the Place du Palais Bourbon. Within are the fine halls known as the Salle des Séances, a handsome apartment adorned with statuary and used by the Chamber of



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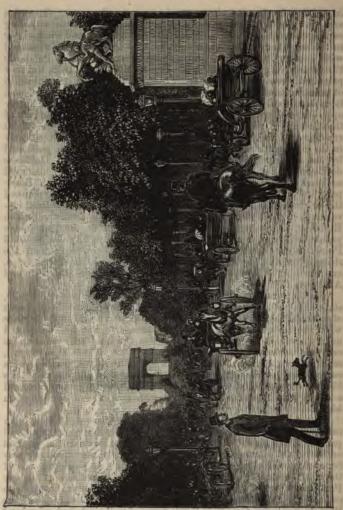
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On the summit of the hill, in the centre of the Place de l'Étoile, stands the magnificent Arc de Triomphe, a truly colossal monument of national victories, designed by Chalgrin, and raised in accordance with the instructions of Napoleon Bonaparte, but not completed until the régime of Louis Philippe, when the total sum spent on its erection had reached the amount of £400,000. From the summit, reached by a flight of 261 steps, is a splendid view of Paris and its surroundings. This gigantic structure, probably the largest of its kind in the world, has a height of 160 feet, a width of 146 feet, and a depth of 72 feet, and is adorned with magnificent sculptures in

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which were acquired by the city in 1852, and laid out at a cost of £80,000. Here are broad carriage drives; two splendid lakes, well stocked with water-fowl and fish, and provided with every convenience for boating; various smaller sheets of ornamental water; a charmingly shady and secluded wood; and an artificial waterfall, having a descent of forty-five feet. Abundant provision for refreshments will be found at the cafés and restaurants in various parts of the park. Amongst the best-known localities are the racecourse of Auteuil, the racecourse of Longchamps, and the celebrated Jardin d'Acclimatation. The principal thoroughfares are the Avenue de Longchamps, the Allée des Fortifications, the Allée de la Reine Marguérite, the Allée de l'Hippodrome, and the Rente de Suresnes. In addition to the Porte Dauphine, the park is entered by the Porte Maillot, reached by the Avenue de la Grande Armée, which affords a direct road to the Zoological Gardens. Other entrances are near the Trocadéro Palace and the Passy and Auteuil stations of the "Ceinture Railway."

Next to the natural beauties of the park itself, its principal attraction to Parisians is to be found in the Jardin d'Acclimatation, originally founded in 1860 for the encouragement of zoology and botany, but now principally devoted to the purposes of recreation, in which the grand afternoon concerts and periodical ethnographical exhibitions are prominent features. The gardens are of an oval form, contain an ornamental lake abounding with water-fowl, and are furnished with numerous specimens of domestic and wild animals. Amongst the more interesting minor features are the

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Leaving the Bois de Boulogne by the Porte la Muette, near the Avenue du Trocadéro of the "Ceinture Railway," we pass along the Avenue du Trocadéro to the magnificent Byzantine pile of the Trocadéro Palace, a vast structure in white stone designed by Daviowd and Bourdais, and erected at a cost of £500,000 for the French International Exhibition of 1878. The central hall is surmounted by an immense dome—over 170 feet in diameter which is crowned by a gigantic statue of Fame; while on either side are lofty towers 230 feet in height, their summits being reached by hydraulic lifts. The principal elevation is bordered by a wide balcony adorned with emblematical statuary and overlooking the park, towards which flows an immense cascade that empties itself into a spacious circular basin and thence descends to the The festival hall, largely used for concerts and other musical entertainments, contains one of the most powerful organs in Paris, and is capable of accommodating 6,000 persons. In the colonnades are suites of rooms, which are used for various museums,

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THE ARC DE TRIOMPHE DE L'ÉTOILE, PARIS.

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celebrated the wrecking of the Bastille. Here, in the presence of his assembled subjects, Louis XVI. swore fidelity to the Constitution, which, but two years later, sought his death. During 1802 Napoleon Bonaparte took possession of the ground as a field for military exercises, and since then it has been the scene of various national celebrations connected with the French army, one of the more remarkable being the distribution of eagles by Napoleon III. in 1852. In later years the Champ de Mars has acquired a world-

wide reputation as the arena of International Exhibitions.

In the neighbourhood of the Trocadero palace and gardens, extending across the wide area of the Champ de Mars, and eastward along the Quai d'Orsay, communicating with the well-known Esplanade des Invalides, are the magnificent buildings of the gigantic International Exhibition, which in 1889 commemorates the centenary of those momentous national events that signalised 1789 as a marked era in the history of France in relation to Europe. Many acres are covered by the wonderful array of structures erected to contain the vast accumulation of multifarious treasures sent hither from well-nigh all the countries of the globe, especial prominence being given to the fine displays contributed by the United Kingdom of Great Britain and Ireland, and the United States of America; while apparently endless halls, courts, galleries, and gardens, are crowded with the choicest productions of la belle France and her Colonial dependencies. The Palais des Machines, nearly fourteen hundred feet in length, is probably the largest hall in the world. High over all dominates that marvellous framework of iron, the world-famed Eiffel Tower, its far-away gilded summit having an elevation of 984 feet from the ground. This unique en-gineering effort, originally suggested in 1880 by M. Sébillot, and introduced by him, in conjunction with M. Bourdais, as a means of illuminating Paris by electricity, in 1883 attracted the attention of M. Nonguier, who introduced the scheme to M. Eiffel. This gentleman having ultimately adopted the idea, with characteristic enterprise surmounted all opposition, commenced the work on the 28th of January, 1887, and notwithstanding enormous difficulties brought it to a triumphant conclusion on the 30th of March, 1889.

Overlooking the Champ de Mars is the Ecole Militaire, a substantial but plain classical building erected by Louis XV. as a military college for the sons of the poorer nobility. During the last hundred years the vast structure has been utilised as barracks for some six thousand troops, comprising artillery, cavalry, and infantry, besides furnishing official headquarters for military Paris.

We now proceed through the Avenue de Tourville to the Dôme des Invalides, in the Place Vauban; but ere visiting the spot where repose the remains of the great Napoleon, we pass along the

Boulevard des Invalides or the Boulevard de Latour Haubourg to the spacious Esplanade des Invalides, at the southern end of which stands the Hôtel des Invalides, probably the largest military asylum in Europe. Commenced in 1670 by Louis XIV. to accommodate six thousand wounded or disabled veterans of France, this immense block has, alike by Monarchists or Republicans, been considered one of the greatest glories of Paris. The huge quadrangular pile, comprising no fewer than nineteen courtyards, and owning a front elevation of 660 feet in length, is approached through an outer court, which is defended by a most and battery. From this we pass into the arcaded Cour d'Honneur, across which we reach the old church of St. Louis, a Renaissance edifice, decorated with numerous flags taken from the enemies of France. To the right of the Cour d'Honneur is the celebrated Musée d'Artillerie, a splendid collection of military curiosities, comprising some four thousand specimens, contained in the Armoury, the Salle des Costumes de Guerre, the Galerie Ethnographique, the Salle des Armes Primitives, and the Salle des Armes Portatives. On the left of the court are the officers' quarters, and the Réfectoires, containing a series of pictures illustrating the Netherland campaign of Louis XIV. The Cour de la Victoire and the Cour d'Angoulême, both on the ground floor. contain various specimens of naval artillery and cannon won in action. Amongst other interesting apartments are the Council Chamber and Library, where are numerous portraits, models, and military relics.

Leaving the Hôtel, we now retrace our steps to the Place Vanban and enter the Dôme des Invalides, one of the greatest architectural triumphs of Mansart, whose work, completed in 1706, had occupied some twenty-six years in its erection. The principal façade, a composition partaking both of Corinthian and Ionic details, is adorned by statues of Charlemagne and St. Louis; but the chief feature of the church is the stately gilded dome that, rising to a height of 344 feet, forms a striking object from all parts of Paris. Beneath this gorgeously-decorated canopy, which is upheld by graceful Corinthian pillars, and enriched with statuary, frescoes, and tinted glass, is a semi-subterranean chapel of polished granite, 120 feet in circumference, and encircled at a height of 21 feet with a gallery of Italian marble. In the centre of this space, flooded with coloured light, stands the massive sarcophagus of polished Finland porphyry wherein rest the remains of Napoleon Bonaparte, once the mighty Emperor of France, and one of the first generals of Europe. The mosaic pavement that surrounds the mausoleum is inscribed with "Austerlitz, Marengo, Pyramides. Rivoli, Moscowa, Wagram, Friedland, and Jena," being the titles of eight battles in which the French conqueror gained

decisive victories. Surrounding the tomb are twelve statues of "Victory," sculptured by Pradier; and between these are ten emblematical groups in marble, the work of Simart; while numerous banners taken at Austerlitz, and various personal relics of the great Emperor, are also to be seen in the chapel, which is approached by magnificent bronze doors. Near the entrance are the sarcophagi of Marshal Bertrand, to death the faithful friend of Napoleon; and Marshal Duroc, another of his most trusted followers, who fell at the battle of Wurtzchen. In adjoining chapels may be seen the monuments of Marshal Vauban, the great military engineer; Marshal Turenne, the most renowned general during the regime of Louis XIV.; Joseph Bonaparte, for a brief period King of Spain; and Jerome Bonaparte, a younger brother of the conqueror. Those portions of the stately building which commemorate the genius of the once powerful Dictator were constructed after the designs of Visconti, at a cost of some £350,000. (The Hôtel des Invalides can be seen daily from 12 a.m. to 3 p.m.; the Dome des Invalides on Monday, Tuesday, Thursday, and Friday, from 12 a.m. to 3 p.m.; and the Musée d'Artillerie on Tuesday and

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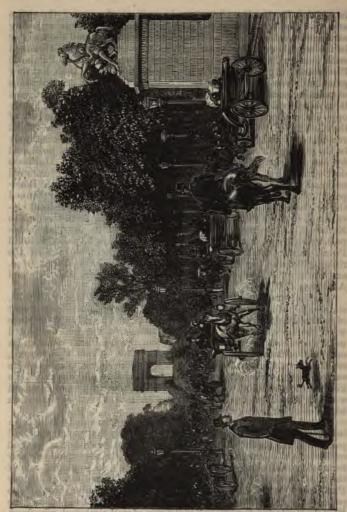
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Overlooking the Champ de Mars is the Ecole Militaire, a substantial but plain classical building erected by Louis XV. as a military college for the sons of the poorer nobility. During the last hundred years the vast structure has been utilised as barracks for some six thousand troops, comprising artillery, cavalry, and infantry, besides furnishing official headquarters for military Paris.

We now proceed through the Avenue de Tourville to the Dôme des Invalides, in the Place Vauban; but ere visiting the spot where repose the remains of the great Napoleon, we pass along the

Boulevard des Invalides or the Boulevard de Latour Haubourg to the spacious Esplanade des Invalides, at the southern end of which stands the Hôtel des Invalides, probably the largest military asylum in Europe. Commenced in 1670 by Louis XIV. to accommodate six thousand wounded or disabled veterans of France, this immense block has, alike by Monarchists or Republicans, been considered one of the greatest glories of Paris. The huge quadrangular pile, comprising no fewer than nineteen courtyards, and owning a front elevation of 660 feet in length, is approached through an outer court, which is defended by a most and battery. From this we pass into the arcaded Cour d'Honneur, across which we reach the old church of St. Louis, a Renaissance edifice, decorated with numerous flags taken from the enemies of France. To the right of the Cour d'Honneur is the celebrated Musée d'Artillerie, a splendid collection of military curiosities, comprising some four thousand specimens, contained in the Armoury, the Salle des Costumes de Guerre, the Galerie Ethnographique, the Salle des Armes Primitives, and the Salle des Armes Portatives. On the left of the court are the officers' quarters, and the Réfectoires, containing a series of pictures illustrating the Netherland campaign of Louis XIV. The Cour de la Victoire and the Cour d'Angoulême, both on the ground floor, contain various specimens of naval artillery and cannon won in action. Amongst other interesting apartments are the Council Chamber and Library, where are numerous portraits, models, and military relics.

Leaving the Hôtel, we now retrace our steps to the Place Vanban and enter the Dome des Invalides, one of the greatest architectural triumphs of Mansart, whose work, completed in 1706, had occupied some twenty-six years in its erection. The principal façade, a composition partaking both of Corinthian and Ionic details, is adorned by statues of Charlemagne and St. Louis; but the chief feature of the church is the stately gilded dome that, rising to a height of 344 feet, forms a striking object from all parts of Paris. Beneath this gorgeously-decorated canopy, which is upheld by graceful Corinthian pillars, and enriched with statuary, frescoes, and tinted glass, is a semi-subterranean chapel of polished granite. 120 feet in circumference, and encircled at a height of 21 feet with a gallery of Italian marble. In the centre of this space, flooded with coloured light, stands the massive sarcophagus of polished Finland porphyry wherein rest the remains of Napoleon Bonaparte, once the mighty Emperor of France, and one of the first generals of Europe. The mosaic pavement that surrounds the mausoleum is inscribed with "Austerlitz, Marengo, Pyramides, Rivoli, Moscowa, Wagram, Friedland, and Jena," being the titles of eight battles in which the French conqueror gained

decisive victories. Surrounding the tomb are twelve statues of "Victory," sculptured by Pradier; and between these are ten emblematical groups in marble, the work of Simart; while numerous banners taken at Austerlitz, and various personal relics of the great Emperor, are also to be seen in the chapel, which is approached by magnificent bronze doors. Near the entrance are the sarcophagi of Marshal Bertrand, to death the faithful friend of Napoleon; and Marshal Duroc, another of his most trusted followers, who fell at the battle of Wurtzchen. In adjoining chapels may be seen the monuments of Marshal Vauban, the great military engineer; Marshal Turenne, the most renowned general during the régime of Louis XIV.; Joseph Bonaparte, for a brief period King of Spain; and Jerome Bonaparte, a younger brother of the conqueror. Those portions of the stately building which commemorate the genius of the once powerful Dictator were constructed after the designs of Visconti, at a cost of some £350,000. (The Hôtel des Invalides can be seen daily from 12 a.m. to 3 p.m.; the Dome des Invalides on Monday, Tuesday, Thursday, and Friday, from 12 a.m. to 3 p.m.; and the Musée d'Artillerie on Tuesday and

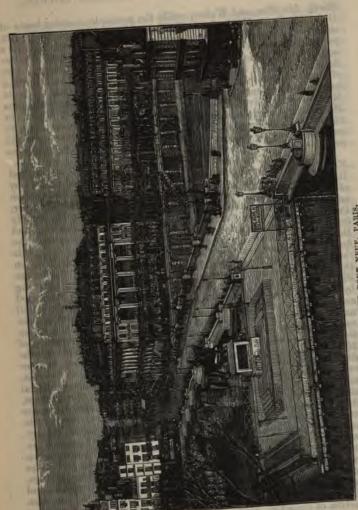
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We now return to the Esplanade des Invalides, and along the Rue de Jena reach the quays that border the southern bank of the Seine. Passing the Foreign Office, we come to the Chambre des Députés, or the seat of the Corps Législatif, described when viewed from the Place de la Concorde. At the Pont de Concorde we have a choice of two principal routes towards the Musée de Cluny and the Palais de Luxembourg. The more direct road lies through the lengthy Boulevard de St. Germain, along which are found the War Office, the Board of Works, the Hôpital de la Charité, and St. Germain des Prés, one of the few ancient churches of the capital, and noteworthy for its remains of the Norman and early Gothic Since its restoration the sacred edifice has been remarkable for its splendid decorative work, the fine wall-paintings and frescoes by Flandrin and Cornu being choice examples of their kind. Not very far distant, but on the opposite side of the boulevard, is the Ecole de Médicine, a spacious classical structure, having an amphitheatre with seats for 1,400 students, a valuable anatomical museum, and a medical library of 30,000 volumes. Near this point the Boulevard de St. Germain crosses the Boulevard de St. Michel. affording access to the Musée de Cluny, the Panthéon, and the Gardens of the Luxembourg; while the former thoroughfare finds its eastern termination on the Quai St. Bernard, near the immense Halle aux Vins, the great centre of the wine trade, an enormous national interest. The buildings and yards here located cover about one hundred acres, have accommodation for 20,000,000 gallons of

wine, and the stores of brandies and wines contained within its area frequently comprise nearly half a million of casks containing the choicest vintages of Champagne, Burgundy, Languedoc, and Bordeaux.

Our alternative course lies by the riverside, whence we successively gain views of the Tuileries Gardens and the palatial pile of the Louvre, which border the northern quays of the Seine. Proceeding along the Quai d'Orsay, we soon approach the Palais de la Légion d'Honneur, designed about a century ago by Rousseau for Prince Salm Kyrburg, from whom it passed into the hands of the gifted Madame de Staël; thence to the Provisional Government; and when, after a brief ownership by a certain Marquis de Beauregard, it again relapsed to the State, the palace was by Napoleon I. made the headquarters of his newly-instituted Légion d'Honneur. The Pont de Solferino, nearly opposite this building, communicates with the Tuileries Gardens. After passing the Pont Royal we traverse the Quai Voltaire-which takes its name from an adjoining house wherein the French philosopher died-and near the Pont du Carrousel see the Institut de France, where is located the Bibliothèque Mazarine, not far from the Palais des Beaux Arts on the Quai Malaquais, facing the Louvre. The latter extensive building, which partakes of the Tuscan, Ionic, and Renaissance styles of architecture, provides accommodation for the Ecole des Beaux Arts, was designed by Debret, and completed in 1838; but the northern façade was not finished until 1861. The educational course includes painting, sculpture, engraving, architecture, and seal-cutting; and over one thousand students here receive instruction under competent professors. Chief among many interesting apartments are the picture galleries, known as the Musée des Copies; the Salle des Modèles, containing some two hundred reproductions of antique statuary; the Salle de Louis XIV., with its portraits of the principal French masters; the rooms devoted to architecture and models; the Cour du Mûrier, where may be seen facsimiles of the competitive studies for the Prix de Rome: the Council Room, filled with portraits; the amphitheatre, and the costly art library. (The Palais des Beaux Arts is open daily from 10 a.m. to 4 p.m., but on Saturday closes at 3 p.m. Fee, 1 franc.)

Pursuing our ramble, we now proceed eastward, and shortly after passing the Pont des Arts, which crosses the Seine at a spot just opposite the Louvre, reach the Quai Conti, where stands the substantially-designed Hôtel des Monnaies, or the French Mint, its classic elevation being adorned by emblematical statues of Law, Prudence, Power, Commerce, Abundance, and Peace. The front facing the Rue Guénégaud bears similar figures, representing



THE PONT NEUF, PARIS.

the Pont de Concorde, the substantial pile of the Corps Législatif or Palais Bourbon, the seat of the French Assembly. The structure, although commenced in 1722 under Girardin, did not receive all its present details until 1807, when it was completed by Mansart. Its northern elevation, facing the river, consists of twelve Corinthian columns surmounted by an ornamental tympanum; while the southern or principal front faces the Place du Palais Bourbon. Within are the fine halls known as the Salle des Séances, a handsome apartment adorned with statuary and used by the Chamber of



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Deputies; the Salle des Conférences, containing a magnificent picture of "Mazeppa" by Horace Vernet; and the Salle Casimir Périer, where are statues of Mirabeau, General Foy, Périer, and Bailly, Mayor of Paris in the memorable year of 1789. In the immediate neighbourhood are the Home Office, the Foreign Office, and other departments of the French Government; while further away to the right rises the gilded dome of the Hôtel des Invalides, marking the burial-place of Napoleon Bonaparte.

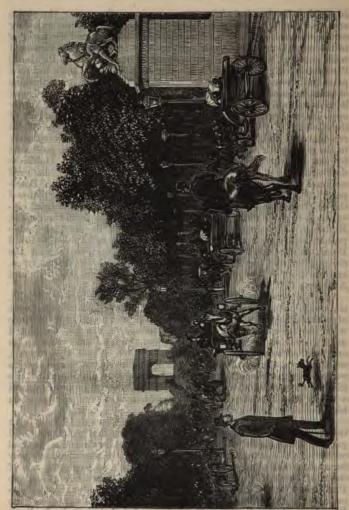
We now continue our perambulations towards the west end of the capital, traversing the brilliant thoroughfare of the well-known Champs Elysées, first planted with trees in 1616 by Marie de Médicis, and named by her the Grand Cours. This charminglyshaded resort of fashionable Paris extends a distance of 2,100 feet from the Place de la Concorde to the Rond Point, and is 12,000 feet

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On the summit of the hill, in the centre of the Place de l'Étoile, stands the magnificent Arc de Triomphe, a truly colossal monument of national victories, designed by Chalgrin, and raised in accordance with the instructions of Napoleon Bonaparte, but not completed until the régime of Louis Philippe, when the total sum spent on its erection had reached the amount of £400,000. From the summit, reached by a flight of 261 steps, is a splendid view of Paris and its surroundings. This gigantic structure, probably the largest of its kind in the world, has a height of 160 feet, a width of 146 feet, and a depth of 72 feet, and is adorned with magnificent sculptures in

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It has been previously mentioned that the Place de l'Étoile is an important centre whence radiate twelve roads that penetrate to all parts of Paris or its suburbs. We have also furnished a general outline of the surrounding district, therefore we now wend our way for about a mile along the wide Avenue du Bois de Boulogne, one of the most beautiful and best-lighted thoroughfares of fashionable Paris, cross the "Chemin de Fer de Ceinture," and enter the exquisite park by the Porte Dauphine. The truly magnificent expanse of the Bois de Boulogne comprises 2,250 acres of well-timbered grassland,



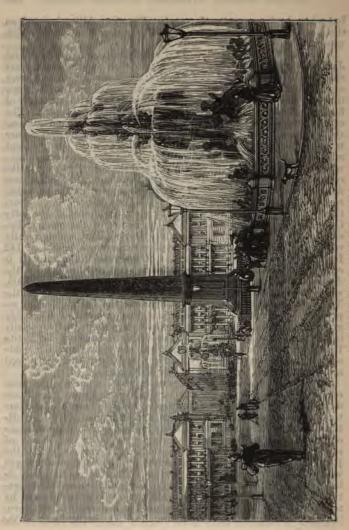
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Next to the natural beauties of the park itself, its principal attraction to Parisians is to be found in the Jardin d'Acclimatation, originally founded in 1860 for the encouragement of zoology and botany, but now principally devoted to the purposes of recreation, in which the grand afternoon concerts and periodical ethnographical exhibitions are prominent features. The gardens are of an oval form, contain an ornamental lake abounding with water-fowl, and are furnished with numerous specimens of domestic and wild animals. Amongst the more interesting minor features are the

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Leaving the Bois de Boulogne by the Porte la Muette, near the Avenue du Trocadéro of the "Ceinture Railway," we pass along the Avenue du Trocadéro to the magnificent Byzantine pile of the Trocadéro Palace, a vast structure in white stone designed by Daviowd and Bourdais, and erected at a cost of £500,000 for the French International Exhibition of 1878. The central hall is surmounted by an immense dome—over 170 feet in diameter which is crowned by a gigantic statue of Fame; while on either side are lofty towers 230 feet in height, their summits being reached by hydraulic lifts. The principal elevation is bordered by a wide balcony adorned with emblematical statuary and overlooking the park, towards which flows an immense cascade that empties itself into a spacious circular basin and thence descends to the The festival hall, largely used for concerts and other musical entertainments, contains one of the most powerful organs in Paris, and is capable of accommodating 6,000 persons. In the colonnades are suites of rooms, which are used for various museums.



THE PLACE DE LA CONCORDE, PARIS.

hands of the excited and unreasoning populace; and the cruel Reign of Terror here recorded in less than two years the decapitation of some 2.800 victims. The wide area, paved with asphalte, has a length of 1,170 feet, and is 705 feet in width. In its centre is the celebrated Luxor Obelisk, the companion to Cleopatra's Needle, an immense monolith of granite, presented by Mohammed Ali to King Louis Philippe, and brought to Paris at an expense of £80,000. On the borders of the square are emblematical statues of the eight principal cities in provincial France, including Rouen and Brest. Bordeaux and Nantes, Marseilles and Lyons, with Lille and Strasburg, the latter since 1871 having been draped with crape. On either side of the central obelisk is a spacious fountain, over fifty feet in diameter, and surrounded by sculptures of nereids and dolphins. The northern basin, dedicated to the rivers, is adorned with statues emblematical of the Rhine and the Rhone; while the southern fountain, devoted to the seas, has allegorical representations of the Pacific and the Mediterranean.

At this point we join the famed Champs Elysées and part company with the Rue Rivoli, which for some two miles from the Hôtel de Ville has furnished the main thoroughfare of our civic tour. But ere passing onward we may briefly mention the principal buildings that can be viewed to the north and south of the Place de la Concorde. In the former direction, at the eastern side of the Rue Royale, stands the French Admiralty Office, a noble design of Gabriel, erected during the eighteenth century. Looking along the street we perceive, on slightly-rising ground, the handsome Corinthian elevation of the Madeleine, originally designed by Constant d'Ivry, who was successively followed by the architects Conture and Vignon, the interior being undertaken by Huvé. Their united work commenced in 1764, was completed in 1842, it having extended over seventy-eight years, and involved an expenditure of £520,000. The exterior of this imposing Grecian edifice is adorned by rows of fluted columns, forming niches for statuary. It is remarkable for the finely-sculptured tympanum by Lemaire, which depicts the "Last Judgment," and surmounts the principal entrance, also noteworthy for its elaborately-panelled bronze doors designed by Triqueti. The vast interior, lighted by three domes decorated in colours and gold, will seat 5,000 persons, and deserves attention for an exquisite composition by Marochetti, and some of Zingler's beautiful frescoes near the high altar, a marble group by Rude in the baptistery, a splendid sculpture by Pradier in one of the side chapels, and a magnificent organ. (The Madeleine is open to the public from 1 p.m. to the close of the afternoon.)

Turning towards the south of the Place de la Concorde, which faces the Seine, we notice on the opposite bank of the river, near

the Pont de Concorde, the substantial pile of the Corps Législatif or Palais Bourbon, the seat of the French Assembly. The structure, although commenced in 1722 under Girardin, did not receive all its present details until 1807, when it was completed by Mansart. Its northern elevation, facing the river, consists of twelve Corinthian columns surmounted by an ornamental tympanum; while the southern or principal front faces the Place du Palais Bourbon. Within are the fine halls known as the Salle des Séances, a hand-some apartment adorned with statuary and used by the Chamber of



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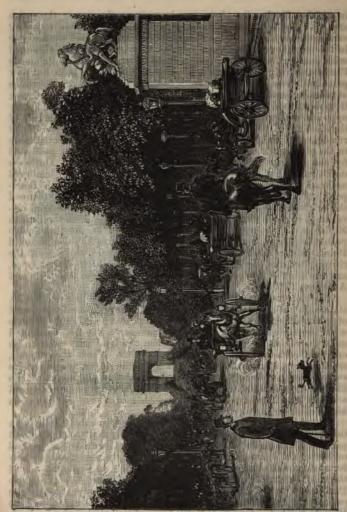
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THE ARC DE TRIOMPHE DE L'ÉTOILE, PARIS.

have formed a charming continuation of the ornamental grounds. This extensive tract was first enclosed in 1790, when hundreds of thousands were present at the Fête de la Fédération, which cele-

celebrated the wrecking of the Bastille. Here, in the presence of his assembled subjects, Louis XVI. swore fidelity to the Constitution, which, but two years later, sought his death. During 1802 Napoleon Bonaparte took possession of the ground as a field for military exercises, and since then it has been the scene of various national celebrations connected with the French army, one of the more remarkable being the distribution of eagles by Napoleon III. in 1852. In later years the Champ de Mars has acquired a world-

wide reputation as the arena of International Exhibitions.

In the neighbourhood of the Trocadero palace and gardens, extending across the wide area of the Champ de Mars, and eastward along the Quai d'Orsay, communicating with the well-known Esplanade des Invalides, are the magnificent buildings of the gigantic International Exhibition, which in 1889 commemorates the centenary of those momentous national events that signalised 1789 as a marked era in the history of France in relation to Europe. Many acres are covered by the wonderful array of structures erected to contain the vast accumulation of multifarious treasures sent hither from well-nigh all the countries of the globe, especial prominence being given to the fine displays contributed by the United Kingdom of Great Britain and Ireland, and the United States of America; while apparently endless halls, courts, galleries, and gardens, are crowded with the choicest productions of la belle France and her Colonial dependencies. The Palais des Machines. nearly fourteen hundred feet in length, is probably the largest hall in the world. High over all dominates that marvellous framework of iron, the world-famed Eiffel Tower, its far-away gilded summit having an elevation of 984 feet from the ground. This unique engineering effort, originally suggested in 1880 by M. Sébillot, and introduced by him, in conjunction with M. Bourdais, as a means of illuminating Paris by electricity, in 1883 attracted the attention of M. Nouguier, who introduced the scheme to M. Eiffel. This gentleman having ultimately adopted the idea, with characteristic enterprise surmounted all opposition, commenced the work on the 28th of January, 1887, and notwithstanding enormous difficulties brought it to a triumphant conclusion on the 30th of March, 1889.

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We now proceed through the Avenue de Tourville to the Dôme des Invalides, in the Place Vauban; but ere visiting the spot where repose the remains of the great Napoleon, we pass along the

Boulevard des Invalides or the Boulevard de Latour Haubourg to the spacious Esplanade des Invalides, at the southern end of which stands the Hôtel des Invalides, probably the largest military asylum in Europe. Commenced in 1670 by Louis XIV. to accommodate six thousand wounded or disabled veterans of France, this immense block has, alike by Monarchists or Republicans, been considered one of the greatest glories of Paris. The huge quadrangular pile, comprising no fewer than nineteen courtyards, and owning a front elevation of 660 feet in length, is approached through an outer court, which is defended by a most and battery. From this we pass into the arcaded Cour d'Honneur, across which we reach the old church of St. Louis, a Renaissance edifice, decorated with numerous flags taken from the enemies of France. To the right of the Cour d'Honneur is the celebrated Musée d'Artillerie, a splendid collection of military curiosities, comprising some four thousand specimens. contained in the Armoury, the Salle des Costumes de Guerre, the Galerie Ethnographique, the Salle des Armes Primitives, and the Salle des Armes Portatives. On the left of the court are the officers' quarters, and the Réfectoires, containing a series of pictures illustrating the Netherland campaign of Louis XIV. The Cour de la Victoire and the Cour d'Angoulême, both on the ground floor. contain various specimens of naval artillery and cannon won in action. Amongst other interesting apartments are the Council Chamber and Library, where are numerous portraits, models, and military relics.

Leaving the Hôtel, we now retrace our steps to the Place Vauban and enter the Dome des Invalides, one of the greatest architectural triumphs of Mansart, whose work, completed in 1706, had occupied some twenty-six years in its erection. The principal façade, a composition partaking both of Corinthian and Ionic details, is adorned by statues of Charlemagne and St. Louis; but the chief feature of the church is the stately gilded dome that, rising to a height of 344 feet, forms a striking object from all parts of Paris. Beneath this gorgeously-decorated canopy, which is upheld by graceful Corinthian pillars, and enriched with statuary, frescoes, and tinted glass, is a semi-subterranean chapel of polished granite. 120 feet in circumference, and encircled at a height of 21 feet with a gallery of Italian marble. In the centre of this space. flooded with coloured light, stands the massive sarcophagus of polished Finland porphyry wherein rest the remains of Napoleon Bonaparte, once the mighty Emperor of France, and one of the first generals of Europe. The mosaic pavement that surrounds the mansoleum is inscribed with "Austerlitz, Marengo, Pyramides, Rivoli, Moseowa, Wagram, Friedland, and Jena," being the titles of eight battles in which the French conqueror gained

decisive victories. Surrounding the tomb are twelve statues of "Victory," sculptured by Pradier; and between these are ten emblematical groups in marble, the work of Simart; while numerous banners taken at Austerlitz, and various personal relics of the great Emperor, are also to be seen in the chapel, which is approached by magnificent bronze doors. Near the entrance are the sarcophagi of Marshal Bertrand, to death the faithful friend of Napoleon; and Marshal Duroc, another of his most trusted followers, who fell at the battle of Wurtzchen. In adjoining chapels may be seen the monuments of Marshal Vauban, the great military engineer; Marshal Turenne, the most renowned general during the regime of Louis XIV.; Joseph Bonaparte, for a brief period King of Spain; and Jerome Bonaparte, a younger brother of the conqueror. Those portions of the stately building which commemorate the genius of the once powerful Dictator were constructed after the designs of Visconti, at a cost of some £350,000. (The Hôtel des Invalides can be seen daily from 12 a.m. to 3 p.m.; the Dôme des Invalides on Monday, Tuesday, Thursday, and Friday, from 12 a.m. to 3 p.m.; and the Musée d'Artillerie on Tuesday and

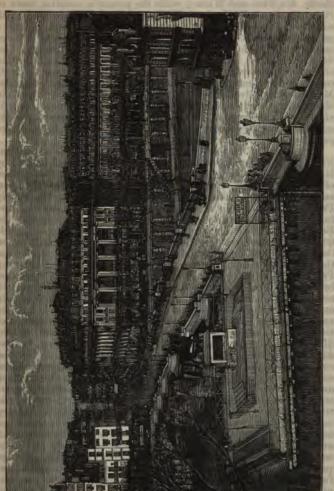
Thursday, from 12 a.m. to 4 p.m.)

We now return to the Esplanade des Invalides, and along the Rue de Jena reach the quays that border the southern bank of the Seine. Passing the Foreign Office, we come to the Chambre des Députés, or the seat of the Corps Législatif, described when viewed from the Place de la Concorde. At the Pont de Concorde we have a choice of two principal routes towards the Musée de Cluny and the Palais de Luxembourg. The more direct road lies through the lengthy Boulevard de St. Germain, along which are found the War Office, the Board of Works, the Hôpital de la Charité, and St. Germain des Prés, one of the few ancient churches of the capital, and noteworthy for its remains of the Norman and early Gothic periods. Since its restoration the sacred edifice has been remarkable for its splendid decorative work, the fine wall-paintings and frescoes by Flandrin and Cornu being choice examples of their kind. Not very far distant, but on the opposite side of the boulevard, is the Ecole de Médicine, a spacious classical structure, having an amphitheatre with seats for 1,400 students, a valuable anatomical museum, and a medical library of 30,000 volumes. Near this point the Boulevard de St. Germain crosses the Boulevard de St. Michel, affording access to the Musée de Cluny, the Panthéon, and the Gardens of the Luxembourg; while the former thoroughfare finds its eastern termination on the Quai St. Bernard, near the immense Halle aux Vins, the great centre of the wine trade, an enormous national interest. The buildings and yards here located cover about one hundred acres, have accommodation for 20,000,000 gallons of

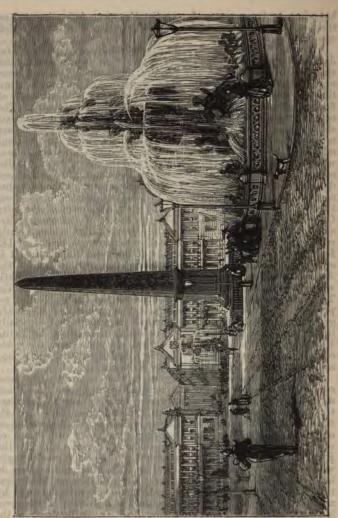
wine, and the stores of brandies and wines contained within its area frequently comprise nearly half a million of casks containing the choicest vintages of Champagne, Burgundy, Languedoc, and Bordeaux.

Our alternative course lies by the riverside, whence we successively gain views of the Tuileries Gardens and the palatial pile of the Louvre, which border the northern quays of the Seine. Proceeding along the Quai d'Orsay, we soon approach the Palais de la Légion d'Honneur, designed about a century ago by Rousseau for Prince Salm Kyrburg, from whom it passed into the hands of the gifted Madame de Staël; thence to the Provisional Government; and when, after a brief ownership by a certain Marquis de Beauregard, it again relapsed to the State, the palace was by Napoleon I. made the headquarters of his newly-instituted Légion d'Honneur. The Pont de Solferino, nearly opposite this building, communicates with the Tuileries Gardens. After passing the Pont Royal we traverse the Quai Voltaire-which takes its name from an adjoining house wherein the French philosopher died-and near the Pont du Carrousel see the Institut de France, where is located the Bibliothèque Mazarine, not far from the Palais des Beaux Arts on the Quai Malaquais, facing the Louvre. The latter extensive building, which partakes of the Tuscan, Ionic, and Renaissance styles of architecture, provides accommodation for the Ecole des Beaux Arts, was designed by Debret, and completed in 1838; but the northern façade was not finished until 1861. The educational course includes painting, sculpture, engraving, architecture, and seal-cutting; and over one thousand students here receive instruction under competent professors. Chief among many interesting apartments are the picture galleries, known as the Musée des Copies; the Salle des Modèles, containing some two hundred reproductions of antique statuary; the Salle de Louis XIV., with its portraits of the principal French masters; the rooms devoted to architecture and models; the Cour du Mûrier, where may be seen facsimiles of the competitive studies for the Prix de Rome; the Council Room, filled with portraits; the amphitheatre, and the costly art library. (The Palais des Beaux Arts is open daily from 10 a.m. to 4 p.m., but on Saturday closes at 3 p.m. Fee, 1 franc.)

Pursuing our ramble, we now proceed eastward, and shortly after passing the Pont des Arts, which crosses the Seine at a spot just opposite the Louvre, reach the Quai Conti, where stands the substantially-designed Hôtel des Monnaies, or the French Mint, its classic elevation being adorned by emblematical statues of Law, Prudence, Power, Commerce, Abundance, and Peace. The front facing the Rue Guénégaud bears similar figures, representing



THE PONT NEUF, PARIS.



THE PLACE DE LA CONCORDE, PARIS.

hands of the excited and unreasoning populace; and the cruel Reign of Terror here recorded in less than two years the decapitation of some 2,800 victims. The wide area, paved with asphalte, has a length of 1,170 feet, and is 705 feet in width. In its centre is the celebrated Luxor Obelisk, the companion to Cleopatra's Needle, an immense monolith of granite, presented by Mohammed Ali to King Louis Philippe, and brought to Paris at an expense of £80,000. On the borders of the square are emblematical statues of the eight principal cities in provincial France, including Rouen and Brest, Bordeaux and Nantes, Marseilles and Lyons, with Lille and Strasburg, the latter since 1871 having been draped with crape. On either side of the central obelisk is a spacious fountain, over fifty feet in diameter, and surrounded by sculptures of nereids and dolphins. The northern basin, dedicated to the rivers, is adorned with statues emblematical of the Rhine and the Rhone; while the southern fountain, devoted to the seas, has allegorical representations of the Pacific and the Mediterranean.

At this point we join the famed Champs Elysées and part company with the Rue Rivoli, which for some two miles from the Hôtel de Ville has furnished the main thoroughfare of our civic tour. But ere passing onward we may briefly mention the principal buildings that can be viewed to the north and south of the Place de la Concorde. In the former direction, at the eastern side of the Rue Royale, stands the French Admiralty Office, a noble design of Gabriel, erected during the eighteenth century. Looking along the street we perceive, on slightly-rising ground, the handsome Corinthian elevation of the Madeleine, originally designed by Constant d'Ivry, who was successively followed by the architects Couture and Vignon, the interior being undertaken by Huvé. Their united work commenced in 1764, was completed in 1842, it having extended over seventy-eight years, and involved an expenditure of £520,000. The exterior of this imposing Grecian edifice is adorned by rows of fluted columns, forming niches for statuary. It is remarkable for the finely-sculptured tympanum by Lemaire. which depicts the "Last Judgment," and surmounts the principal entrance, also noteworthy for its elaborately-panelled bronze doors designed by Triqueti. The vast interior, lighted by three domes decorated in colours and gold, will seat 5,000 persons, and deserves attention for an exquisite composition by Marochetti, and some of Zingler's beautiful frescoes near the high altar, a marble group by Rude in the baptistery, a splendid sculpture by Pradier in one of the side chapels, and a magnificent organ. (The Madeleine is open to the public from 1 p.m. to the close of the afternoon.)

Turning towards the south of the Place de la Concorde, which faces the Seine, we notice on the opposite bank of the river, near

the Pont de Concorde, the substantial pile of the Corps Législatif or Palais Bourbon, the seat of the French Assembly. The structure, although commenced in 1722 under Girardin, did not receive all its present details until 1807, when it was completed by Mansart. Its northern elevation, facing the river, consists of twelve Corinthian columns surmounted by an ornamental tympanum; while the southern or principal front faces the Place du Palais Bourbon. Within are the fine halls known as the Salle des Séances, a handsome apartment adorned with statuary and used by the Chamber of



CHURCH OF THE MADELEINE, PARIS.

Deputies; the Salle des Conférences, containing a magnificent picture of "Mazeppa" by Horace Vernet; and the Salle Casimir Périer, where are statues of Mirabeau, General Foy, Périer, and Bailly, Mayor of Paris in the memorable year of 1789. In the immediate neighbourhood are the Home Office, the Foreign Office, and other departments of the French Government; while further away to the right rises the gilded dome of the Hôtel des Invalides, marking the burial-place of Napoleon Bonaparte.

We now continue our perambulations towards the west end of the capital, traversing the brilliant thoroughfare of the well-known Champs Elysées, first planted with trees in 1616 by Marie de Médicis, and named by her the Grand Cours. This charminglyshaded resort of fashionable Paris extends a distance of 2,100 feet from the Place de la Concorde to the Rond Point, and is 12,000 feet

in width. During the afternoons in spring and summer the entire area is gay with pedestrians, equestrians, and those enjoying carriage exercise; while the hundreds of chairs around the trees or in the neighbourhood of the numerous cafes and shows are thronged with loungers. Here in an open space on our left is the Palais de l'Industrie, originally erected for the Exhibition of 1855, but now principally remarkable as the scene of the annual Salon, or exhibitions of paintings and sculpture, held during May and a portion of June; it is also used for various shows of a technical character. Nearly opposite, and with its gardens abutting the northern boundary of the Champs Elysées, is the famous Palais de l'Elysée, an official residence of the President of the French Republic. Erected early in the eighteenth century, the palace was, amongst others, possessed by the notorious Madame de Pompadour and the last Duchesse de Bourbon, but since the Great Revolution has been considered national property, and as such was inhabited by Napoleon Bonaparte, and later on by his nephew. Louis Napoleon, who here planned the celebrated Coup d'Etat of December 1st, 1851. The front elevation is towards the Faubourg St. Honoré, not far from the British Embassy. Pressing forward we leave behind us the fashionable promenades, and come to the Etoile des Champs Elysées or Rond Point, where centre several roads. From here we ascend the rising ground of the Avenue des Champs Elysées, lined with trees, and forming a favourite residential district for English and American families.

On the summit of the hill, in the centre of the Place de l'Étoile, stands the magnificent Arc de Triomphe, a truly colossal monument of national victories, designed by Chalgrin, and raised in accordance with the instructions of Napoleon Bonaparte, but not completed until the régime of Louis Philippe, when the total sum spent on its erection had reached the amount of £400,000. From the summit, reached by a flight of 261 steps, is a splendid view of Paris and its surroundings. This gigantic structure, probably the largest of its kind in the world, has a height of 160 feet, a width of 146 feet, and a depth of 72 feet, and is adorned with magnificent sculptures in

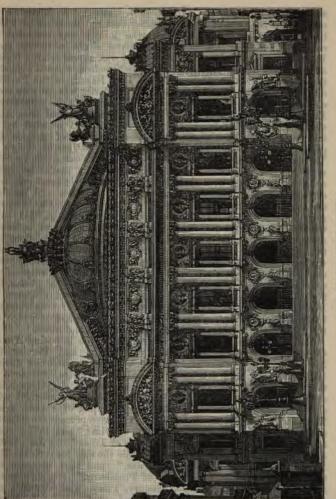
high relief.

It has been previously mentioned that the Place de l'Étoile is an important centre whence radiate twelve roads that penetrate to all parts of Paris or its suburbs. We have also furnished a general outline of the surrounding district, therefore we now wend our way for about a mile along the wide Avenue du Bois de Boulogne, one of the most beautiful and best-lighted thoroughfares of fashionable Paris, cross the "Chemin de Fer de Ceinture," and enter the exquisite park by the Porte Dauphine. The truly magnificent expanse of the Bois de Boulogne comprises 2,250 acres of well-timbered grassland,

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While in this neighbourhood, a short walk will lead us to the Rue Croix des Petits Champs, where stands the Bank of France: while another through Rue Vivienne will bring us to the Place de la Bourse, a fine open square, taking its name from the handsome Stock Exchange of Paris, which was modelled in 1826 after the Temple of Vespasian in the Forum at Rome, and for more than half a century has formed the important headquarters of financial France. The huge structure, designed by M. Brongniart, was commenced in 1808, and completed by M. Labarre, at a cost of £350,000. It is adorned with statues of Commerce, Law, Industry, and Agriculture, each figure occupying a corner of the building; and has a fine clock over the arched entrance, serving to regulate Parisian time, which is 82 minutes faster than Greenwich. The principal apartment is the great hall, 105 feet in length, which for the few hours immediately succeeding noon is frequently the scene of intense and indescribable excitement. (Strangers are allowed to visit the galleries, which afford an excellent view of the hall.)

If, instead of passing from the Louvre to the Rue Rivoli, we turn westward, we shall find ourselves in the Place du Carrousel, where, until the brief triumph of the Commune in 1871, stood the majestic Palais de Tuileries, which took its name from the tile manufactory that existed on the site before 1518, when it was



THE OPERA HOUSE, PARIS.

acquired by François I. Here, in 1564, Catherine de Médicis commenced the erection of a stately palace that was designed by Philibert Delorme and Jean Bullant, who jointly superintended its construction. The vast building received slight additions from Henri IV. and Napoleon Bonaparte, but was almost wholly rebuilt and enlarged during the regime of Louis Napoleon, when it extended from the Pavillon de Maison, in the Rue Rivoli, to the Pavillon de Flore overlooking the Seine. The Tuileries was only an occasional residence with the Bourbons until 1789, when the unfortunate Louis XVI, was fetched from Versailles, and reigned here until the fatal 20th of July, 1792, when it was first invaded by an insurgent mob. Twenty-one days later, the 10th of August, the people rose in revolution and inaugurated the fearful Reign of Terror by an attack on their monarch and the royal family, who were bravely defended by their Swiss Guards, until the latter collapsed before the overwhelming numbers of their assailants, who carried on a remorseless work of murderous plunder and reckless destruction. A few years later the Tuileries was inhabited by the great First Consul, and subsequently by Louis XVIII. and Charles X., until the Revolution of 1830 again ejected an inefficient monarchy. The next king, Louis Philippe, in 1848 once more left the palace in the hands of a revolutionary populace, that ere long was gratified by the glitter and pomp that for nearly twenty years marked the Tuileries of Napoleon III. as the most resplendent court of Europe, until the fearful national disaster of Sedan, the flight of the Empress Eugènie, the investiture and entrance of Paris by the German army, and the awful ravages of the Commune furnished a sad preface to the incendiary conflagration which on the 24th of May, 1871, left the Tuileries in ruin and ashes.

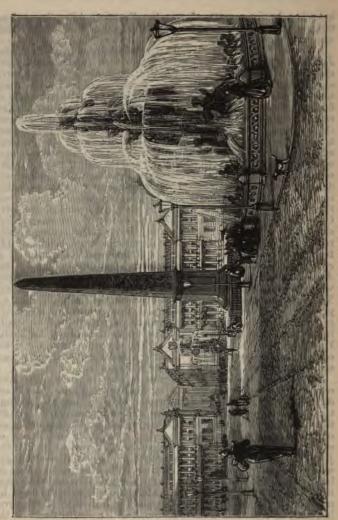
On the western side of the square stands the imposing Are du Carrousel, which was designed by Fontaine and Percier for Napoleon I., in commemoration of his European victories during 1805 and 1806, and originally formed the principal entrance to the courtyard of the Tuileries. The archway, a slightly-reduced reproduction of the Arch of Severus at Rome, is adorned with elaborate marble reliefs depicting the triumphs of French arms. Those on the eastern facade facing the Louvre represent the "Battle of Austerlitz" and the "Capitulation of Ulm;" and the western façade bears the "Signing of the Peace of Tilsit" and the "Entry of the French Army into Munich;" while the side towards the Rue Rivoli shows the "Entry into Vienna," and that opposite the Seine, the "Signing of the Peace of Pressburg." Supporting the frieze are statues of France, History, Peace, and Victory; and the summit originally served as a platform for the magnificent bronze Corinthian horses forcibly taken from St. Mark's, Venice;

but when, by the reverses of war, the European Allies insisted on their restoration, Bosio skilfully modelled a duplicate group, which

was completed in 1828.

Westward from the Arc du Carrousel extend the beautiful Jardins des Tuileries, which rather more than two hundred years since were laid out by André Lenôtre for Louis XIV., and cover some sixty-seven acres with fresh green sward and well-grown timber: while the ornamental portions are gay with parterres of flowers, glistening fountains, and groups of marble statuary. The central grove of stately horse-chestnuts, a delightfully umbrageous shelter on sunny afternoons, is especially crowded during the summer months between the hours of four and six, when an excellent military band performs in the gardens. The two avenues of limes which run parallel with the Rue Rivoli and the Seine, near the walks respectively known as the Terrasse des Feuillants and the Terrasse du Bord de l'Eau, are crossed near their centre by the path that reaches from the Rue Castiglione to the Pont de Solferino. From this point we may obtain a pleasing view northward of the lofty Colonne Vendôme, which stands in the centre of the octagonallyshaped Place Vendôme. This stately Doric pillar, which greatly resembles the Column of Trajan at Rome, rises to a height of 142 feet, and is surmounted by a statue of the great Napoleon. It is covered with bronze plates, cast from 1,200 cannon lost by the Austrian and Russian armies during the French victories of 1805, which are recorded at its base. Amongst other attractions of the Tuileries Gardens we should not overlook the finely-chiselled reproductions of antique and modern statuary which are admirably grouped in various parts of the extensive grounds, but especially in the vicinity of the fountains; the sheltered lawns of La Petite Provence, decorated with emblematical sculpture; and the noble equestrian marbles of Mercury, Victory, and Fame, that are placed near the approach from the Place de la Concorde.

Our onward course now brings us to what is perhaps the most central and certainly the finest square in modern Paris. The Place de la Concorde was formed from waste ground almost at the same time as the gardens of the Tuileries, and in bygone days was oft-times the arena for many tumultuous rejoicings, frenzied outbursts of popular indignation, and imposing spectacular exhibitions of regal, imperial, or democratical splendour. At various periods the Place has undergone a change of name; but the event most fraught with sad significance occurred during 1792, when, as the Place de la Révolution, it beheld the erection of the guillotine and the executions of Louis XVI. and Marie Antoinette, who were followed by numbers of their ill-fated followers, until at last many of the revolutionary leaders themselves in turn met with a similar death at the



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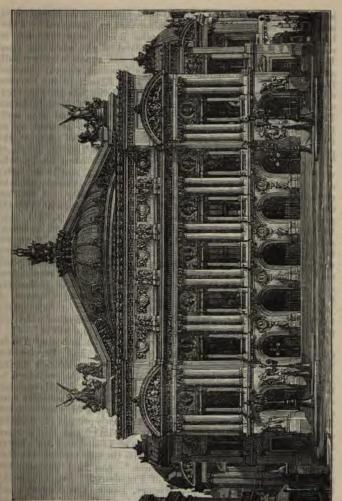
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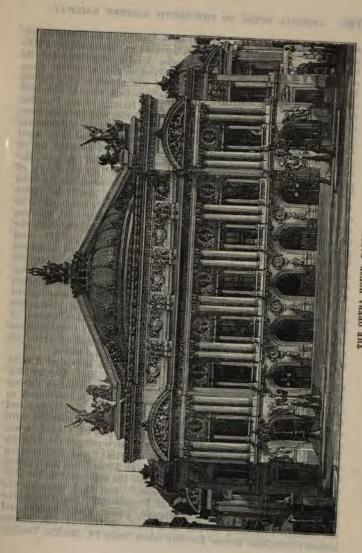


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in Paris to that of the British Museum in London, although in existence as early as the reign of Louis XIV., was not officially organised until 1838, and now contains nearly 4,000,000 volumes and about 200,000 manuscripts. The four principal departments are printed books, manuscripts, coins and medals, and engravings. In the former, which is supplied with two well-designed reading-rooms, are several of the most priceless treasures in rare books to be found on the Continent, and no less than 250,000 maps and plans, forming the finest collection in Europe. The manuscripts are stored in the splendid Galerie Mazarine, and are duly listed in Few numismatic museums can equal the 200,000 a catalogue. coins, medals, seals, and antiques, treasured here, and enumerated in the official catalogue. But for the lover of art, the most attractive features of the whole are the engravings, comprising a most complete series of French art from the fifteenth century. In the Salle de Luynes is a collection of curiosities presented to the nation by the Duc de Luynes. (The library is open from 10 a.m. to 4 p.m., with the exception of Sundays, holidays, and the last fortnight in Advent. The public are admitted to the old reading-room and the collection of coins only. Students' reading orders may be obtained of the "Conservateur, 8, Rue des Petits Champs;" but foreigners will need a recommendation from their Embassy.)

While in this neighbourhood, a short walk will lead us to the Rue Croix des Petits Champs, where stands the Bank of France; while another through Rue Vivienne will bring us to the Place de la Bourse, a fine open square, taking its name from the handsome Stock Exchange of Paris, which was modelled in 1826 after the Temple of Vespasian in the Forum at Rome, and for more than half a century has formed the important headquarters of financial France. The huge structure, designed by M. Brongniart, was commenced in 1808, and completed by M. Labarre, at a cost of £350,000. It is adorned with statues of Commerce, Law, Industry, and Agriculture, each figure occupying a corner of the building; and has a fine clock over the arched entrance, serving to regulate Parisian time, which is 81 minutes faster than Greenwich. The principal apartment is the great hall, 105 feet in length, which for the few hours immediately succeeding noon is frequently the scene of intense and indescribable excitement. (Strangers are allowed to visit the galleries, which afford an excellent view of the hall.)

If, instead of passing from the Louvre to the Rue Rivoli, we turn westward, we shall find ourselves in the Place du Carrousel, where, until the brief triumph of the Commune in 1871, stood the majestic Palais de Tuileries, which took its name from the tile manufactory that existed on the site before 1518, when it was



THE OPERA HOUSE, PARIS.

acquired by François I. Here, in 1564, Catherine de Médicis commenced the erection of a stately palace that was designed by Philibert Delorme and Jean Bullant, who jointly superintended its construction. The vast building received slight additions from Henri IV. and Napoleon Bonaparte, but was almost wholly rebuilt and enlarged during the regime of Louis Napoleon, when it extended from the Pavillon de Maison, in the Rue Rivoli, to the Pavillon de Flore overlooking the Seine. The Tuileries was only an occasional residence with the Bourbons until 1789, when the unfortunate Louis XVI. was fetched from Versailles, and reigned here until the fatal 20th of July, 1792, when it was first invaded by an insurgent mob. Twenty-one days later, the 10th of August, the people rose in revolution and inaugurated the fearful Reign of Terror by an attack on their monarch and the royal family, who were bravely defended by their Swiss Guards, until the latter collapsed before the overwhelming numbers of their assailants, who carried on a remorseless work of murderous plunder and reckless destruction. A few years later the Tuileries was inhabited by the great First Consul, and subsequently by Louis XVIII. and Charles X., until the Revolution of 1830 again ejected an inefficient monarchy. The next king, Louis Philippe, in 1848 once more left the palace in the hands of a revolutionary populace, that ere long was gratified by the glitter and pomp that for nearly twenty years marked the Tuileries of Napoleon III. as the most resplendent court of Europe, until the fearful national disaster of Sedan, the flight of the Empress Eugènie, the investiture and entrance of Paris by the German army, and the awful ravages of the Commune furnished a sad preface to the incendiary conflagration which on the 24th of May, 1871, left the Tuileries in ruin and ashes.

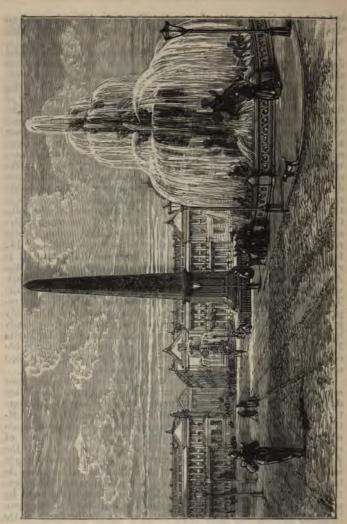
On the western side of the square stands the imposing Arc du Carrousel, which was designed by Fontaine and Percier for Napoleon I., in commemoration of his European victories during 1805 and 1806, and originally formed the principal entrance to the courtyard of the Tuileries. The archway, a slightly-reduced reproduction of the Arch of Severus at Rome, is adorned with elaborate marble reliefs depicting the triumphs of French arms. Those on the eastern facade facing the Louvre represent the "Battle of Austerlitz" and the "Capitulation of Ulm;" and the western facade bears the "Signing of the Peace of Tilsit" and the "Entry of the French Army into Munich;" while the side towards the Rue Rivoli shows the "Entry into Vienna," and that opposite the Seine, the "Signing of the Peace of Pressburg." Supporting the frieze are statues of France, History, Peace, and Victory; and the summit originally served as a platform for the magnificent bronze Corinthian horses forcibly taken from St. Mark's, Venice;

but when, by the reverses of war, the European Allies insisted on their restoration, Bosio skilfully modelled a duplicate group, which

was completed in 1828.

Westward from the Arc du Carrousel extend the beautiful Jardins des Tuileries, which rather more than two hundred years since were laid out by André Lenôtre for Louis XIV., and cover some sixty-seven acres with fresh green sward and well-grown timber; while the ornamental portions are gay with parterres of flowers, glistening fountains, and groups of marble statuary. The central grove of stately horse-chestnuts, a delightfully umbrageous shelter on sunny afternoons, is especially crowded during the summer months between the hours of four and six, when an excellent military band performs in the gardens. The two avenues of limes which run parallel with the Rue Rivoli and the Seine, near the walks respectively known as the Terrasse des Feuillants and the Terrasse du Bord de l'Eau, are crossed near their centre by the path that reaches from the Rue Castiglione to the Pont de Solferino. From this point we may obtain a pleasing view northward of the lofty Colonne Vendôme, which stands in the centre of the octagonallyshaped Place Vendôme. This stately Doric pillar, which greatly resembles the Column of Trajan at Rome, rises to a height of 142 feet, and is surmounted by a statue of the great Napoleon. It is covered with bronze plates, cast from 1,200 cannon lost by the Austrian and Russian armies during the French victories of 1805. which are recorded at its base. Amongst other attractions of the Tuileries Gardens we should not overlook the finely-chiselled reproductions of antique and modern statuary which are admirably grouped in various parts of the extensive grounds, but especially in the vicinity of the fountains: the sheltered lawns of La Petite Provence, decorated with emblematical sculpture; and the noble equestrian marbles of Mercury, Victory, and Fame, that are placed near the approach from the Place de la Concorde.

Our onward course now brings us to what is perhaps the most central and certainly the finest square in modern Paris. The Place de la Concorde was formed from waste ground almost at the same time as the gardens of the Tuileries, and in bygone days was ofttimes the arena for many tunultuous rejoicings, frenzied outbursts of popular indignation, and imposing spectacular exhibitions of regal, imperial, or democratical splendour. At various periods the Place has undergone a change of name; but the event most fraught with sad significance occurred during 1792, when, as the Place de la Révolution, it beheld the erection of the guillotine and the executions of Louis XVI. and Marie Antoinette, who were followed by numbers of their ill-fated followers, until at last many of the revolutionary leaders themselves in turn met with a similar death at the



THE PLACE DE LA CONCORDE, PARIS.

hands of the excited and unreasoning populace; and the cruel Reign of Terror here recorded in less than two years the decapitation of some 2,800 victims. The wide area, paved with asphalte, has a length of 1,170 feet, and is 705 feet in width. In its centre is the celebrated Luxor Obelisk, the companion to Cleopatra's Needle, an immense monolith of granite, presented by Mohammed Ali to King Louis Philippe, and brought to Paris at an expense of £80,000. On the borders of the square are emblematical statues of the eight principal cities in provincial France, including Rouen and Brest, Bordeaux and Nantes, Marseilles and Lyons, with Lille and Strasburg, the latter since 1871 having been draped with crape. On either side of the central obelisk is a spacious fountain, over fifty feet in diameter, and surrounded by sculptures of nereids and dolphins. The northern basin, dedicated to the rivers, is adorned with statues emblematical of the Rhine and the Rhone; while the southern fountain, devoted to the seas, has allegorical repre-

sentations of the Pacific and the Mediterranean.

At this point we join the famed Champs Elysées and part company with the Rue Rivoli, which for some two miles from the Hôtel de Ville has furnished the main thoroughfare of our civic tour. But ere passing onward we may briefly mention the principal buildings that can be viewed to the north and south of the Place de la Concorde. In the former direction, at the eastern side of the Rue Royale, stands the French Admiralty Office, a noble design of Gabriel, erected during the eighteenth century. Looking along the street we perceive, on slightly-rising ground, the handsome Corinthian elevation of the Madeleine, originally designed by Constant d'Ivry, who was successively followed by the architects Couture and Vignon, the interior being undertaken by Huvé. Their united work commenced in 1764, was completed in 1842, it having extended over seventy-eight years, and involved an expenditure of £520,000. The exterior of this imposing Grecian edifice is adorned by rows of fluted columns, forming niches for statuary. It is remarkable for the finely-sculptured tympanum by Lemaire, which depicts the "Last Judgment," and surmounts the principal entrance, also noteworthy for its elaborately-panelled bronze doors designed by Triqueti. The vast interior, lighted by three domes decorated in colours and gold, will seat 5,000 persons, and deserves attention for an exquisite composition by Marochetti, and some of Zingler's beautiful frescoes near the high altar, a marble group by Rude in the baptistery, a splendid sculpture by Pradier in one of the side chapels, and a magnificent organ. (The Madeleine is open to the public from 1 p.m. to the close of the afternoon.)

Turning towards the south of the Place de la Concorde, which faces the Seine, we notice on the opposite bank of the river, near

the Pont de Concorde, the substantial pile of the Corps Législatif or Palais Bourbon, the seat of the French Assembly. The structure, although commenced in 1722 under Girardin, did not receive all its present details until 1807, when it was completed by Mansart. Its northern elevation, facing the river, consists of twelve Corinthian columns surmounted by an ornamental tympanum; while the southern or principal front faces the Place du Palais Bourbon. Within are the fine halls known as the Salle des Séances, a hand-some apartment adorned with statuary and used by the Chamber of



CHURCH OF THE MADELEINE, PARIS,

Deputies; the Salle des Conférences, containing a magnificent picture of "Mazeppa" by Horace Vernet; and the Salle Casimir Périer, where are statues of Mirabeau, General Foy, Périer, and Bailly, Mayor of Paris in the memorable year of 1789. In the immediate neighbourhood are the Home Office, the Foreign Office, and other departments of the French Government; while further away to the right rises the gilded dome of the Hôtel des Invalides, marking the burial-place of Napoleon Bonaparte.

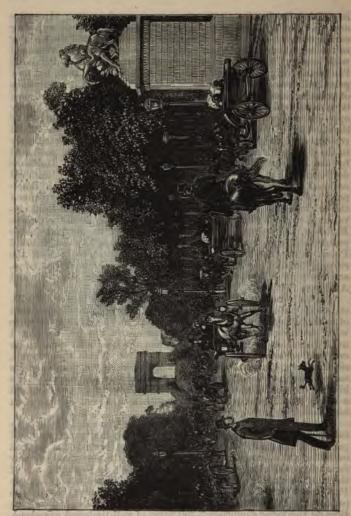
We now continue our perambulations towards the west end of the capital, traversing the brilliant thoroughfare of the well-known Champs Élysées, first planted with trees in 1616 by Marie de Médicis, and named by her the Grand Cours. This charminglyshaded resort of fashionable Paris extends a distance of 2,100 feet from the Place de la Concorde to the Rond Point, and is 12,000 feet

in width. During the afternoons in spring and summer the entire area is gay with pedestrians, equestrians, and those enjoying carriage exercise; while the hundreds of chairs around the trees or in the neighbourhood of the numerous cafés and shows are thronged with loungers. Here in an open space on our left is the Palais de l'Industrie, originally erected for the Exhibition of 1855, but now principally remarkable as the scene of the annual Salon, or exhibitions of paintings and sculpture, held during May and a portion of June; it is also used for various shows of a technical character. Nearly opposite, and with its gardens abutting the northern boundary of the Champs Elysées, is the famous Palais de l'Élysée, an official residence of the President of the French Republic. Erected early in the eighteenth century, the palace was, amongst others, possessed by the notorious Madame de Pompadour and the last Duchesse de Bourbon, but since the Great Revolution has been considered national property, and as such was inhabited by Napoleon Bonaparte, and later on by his nephew, Louis Napoleon, who here planned the celebrated Coup d'Etat of December 1st, 1851. The front elevation is towards the Faubourg St. Honoré, not far from the British Embassy. Pressing forward we leave behind us the fashionable promenades, and come to the Etoile des Champs Elysées or Rond Point, where centre several roads. From here we ascend the rising ground of the Avenue des Champs Elysées, lined with trees. and forming a favourite residential district for English and American families.

On the summit of the hill, in the centre of the Place de l'Étoile, stands the magnificent Arc de Triomphe, a truly colossal monument of national victories, designed by Chalgrin, and raised in accordance with the instructions of Napoleon Bonaparte, but not completed until the régime of Louis Philippe, when the total sum spent on its erection had reached the amount of £400,000. From the summit, reached by a flight of 261 steps, is a splendid view of Paris and its surroundings. This gigantic structure, probably the largest of its kind in the world, has a height of 160 feet, a width of 146 feet, and a depth of 72 feet, and is adorned with magnificent sculptures in

high relief.

It has been previously mentioned that the Place de l'Étoile is an important centre whence radiate twelve roads that penetrate to all parts of Paris or its suburbs. We have also furnished a general outline of the surrounding district, therefore we now wend our way for about a mile along the wide Avenue du Bois de Boulogne, one of the most beautiful and best-lighted thoroughfares of fashionable Paris, cross the "Chemin de Fer de Ceinture," and enter the exquisite park by the Porte Dauphine. The truly magnificent expanse of the Bois de Boulogne comprises 2,250 acres of well-timbered grassland,



THE CHAMPS ÉLYSÉES, PARIS.

which were acquired by the city in 1852, and laid out at a cost of £80,000. Here are broad carriage drives; two splendid lakes, well stocked with water-fowl and fish, and provided with every convenience for boating; various smaller sheets of ornamental water; a charmingly shady and secluded wood; and an artificial waterfall, having a descent of forty-five feet. Abundant provision for refreshments will be found at the cafés and restaurants in various parts of the park. Amongst the best-known localities are the racecourse of Auteuil, the racecourse of Longchamps, and the celebrated Jardin d'Acclimatation. The principal thoroughfares are the Avenue de Longchamps, the Allée des Fortifications, the Allée de la Reine Marguérite, the Allée de l'Hippodrome, and the Rente de Suresnes. In addition to the Porte Dauphine, the park is entered by the Porte Maillot, reached by the Avenue de la Grande Armée, which affords a direct road to the Zoological Gardens. Other entrances are near the Trocadéro Palace and the Passy and Auteuil stations of the "Ceinture Railway."

Next to the natural beauties of the park itself, its principal attraction to Parisians is to be found in the Jardin d'Acclimatation, originally founded in 1860 for the encouragement of zoology and botany, but now principally devoted to the purposes of recreation, in which the grand afternoon concerts and periodical ethnographical exhibitions are prominent features. The gardens are of an oval form, contain an ornamental lake abounding with water-fowl, and are furnished with numerous specimens of domestic and wild animals. Amongst the more interesting minor features are the

shows of dogs, poultry, silkworms, bees, and aquaria.

Leaving the Bois de Boulogne by the Porte la Muette, near the Avenue du Trocadero of the "Ceinture Railway," we pass along the Avenue du Trocadéro to the magnificent Byzantine pile of the Trocadéro Palace, a vast structure in white stone designed by Daviowd and Bourdais, and erected at a cost of £500,000 for the French International Exhibition of 1878. The central hall is surmounted by an immense dome—over 170 feet in diameter which is crowned by a gigantic statue of Fame; while on either side are lofty towers 230 feet in height, their summits being reached by hydraulic lifts. The principal elevation is bordered by a wide balcony adorned with emblematical statuary and overlooking the park, towards which flows an immense cascade that empties itself into a spacious circular basin and thence descends to the The festival hall, largely used for concerts and other musical entertainments, contains one of the most powerful organs in Paris, and is capable of accommodating 6,000 persons. In the colonnades are suites of rooms, which are used for various museums.

Leaving the Trocadéro Palace we cross the Seine by the Pont de Jena to the gardens of the Champ de Mars, which since 1878



THE ARC DE TRIOMPHE DE L'ÉTOILE, PARIS.

have formed a charming continuation of the ornamental grounds. This extensive tract was first enclosed in 1790, when hundreds of thousands were present at the Fète de la Fédération, which cele-

celebrated the wrecking of the Bastille. Here, in the presence of his assembled subjects, Louis XVI. swore fidelity to the Constitution, which, but two years later, sought his death. During 1802 Napoleon Bonaparte took possession of the ground as a field for military exercises, and since then it has been the scene of various national celebrations connected with the French army, one of the more remarkable being the distribution of eagles by Napoleon III. in 1852. In later years the Champ de Mars has acquired a world-

wide reputation as the arena of International Exhibitions.

In the neighbourhood of the Trocadero palace and gardens, extending across the wide area of the Champ de Mars, and eastward along the Quai d'Orsay, communicating with the well-known Esplanade des Invalides, are the magnificent buildings of the gigantic International Exhibition, which in 1889 commemorates the centenary of those momentous national events that signalised 1789 as a marked era in the history of France in relation to Europe. Many acres are covered by the wonderful array of structures erected to contain the vast accumulation of multifarious treasures sent hither from well-nigh all the countries of the globe, especial prominence being given to the fine displays contributed by the United Kingdom of Great Britain and Ireland, and the United States of America; while apparently endless halls, courts, galleries, and gardens, are crowded with the choicest productions of la belle France and her Colonial dependencies. The Palais des Machines, nearly fourteen hundred feet in length, is probably the largest hall in the world. High over all dominates that marvellous framework of iron, the world-famed Eiffel Tower, its far-away gilded summit having an elevation of 984 feet from the ground. This unique en-gineering effort, originally suggested in 1880 by M. Sébillot, and introduced by him, in conjunction with M. Bourdais, as a means of illuminating Paris by electricity, in 1883 attracted the attention of M. Nonguier, who introduced the scheme to M. Eiffel. This gentleman having ultimately adopted the idea, with characteristic enterprise surmounted all opposition, commenced the work on the 28th of January, 1887, and notwithstanding enormous difficulties brought it to a triumphant conclusion on the 30th of March, 1889.

Overlooking the Champ de Mars is the Ecole Militaire, a substantial but plain classical building erected by Louis XV. as a military college for the sons of the poorer nobility. During the last hundred years the vast structure has been utilised as barracks for some six thousand troops, comprising artillery, cavalry, and infantry, besides furnishing official headquarters for military Paris.

We now proceed through the Avenue de Tourville to the Dôme des Invalides, in the Place Vauban; but ere visiting the spot where repose the remains of the great Napoleon, we pass along the

Boulevard des Invalides or the Boulevard de Latour Haubourg to the spacious Esplanade des Invalides, at the southern end of which stands the Hôtel des Invalides, probably the largest military asylum in Europe. Commenced in 1670 by Louis XIV, to accommodate six thousand wounded or disabled veterans of France, this immense block has, alike by Monarchists or Republicans, been considered one of the greatest glories of Paris. The huge quadrangular pile, comprising no fewer than nineteen courtyards, and owning a front elevation of 660 feet in length, is approached through an outer court, which is defended by a moat and battery. From this we pass into the arcaded Cour d'Honneur, across which we reach the old church of St. Louis, a Renaissance edifice, decorated with numerous flags taken from the enemies of France. To the right of the Cour d'Honneur is the celebrated Musée d'Artillerie, a splendid collection of military curiosities, comprising some four thousand specimens. contained in the Armoury, the Salle des Costumes de Guerre, the Galerie Ethnographique, the Salle des Armes Primitives, and the Salle des Armes Portatives. On the left of the court are the officers' quarters, and the Réfectoires, containing a series of pictures illustrating the Netherland campaign of Louis XIV. The Cour de la Victoire and the Cour d'Angoulême, both on the ground floor. contain various specimens of naval artillery and cannon won in action. Amongst other interesting apartments are the Council Chamber and Library, where are numerous portraits, models, and military relics.

Leaving the Hôtel, we now retrace our steps to the Place Vauban and enter the Dôme des Invalides, one of the greatest architectural triumphs of Mansart, whose work, completed in 1706, had occupied some twenty-six years in its erection. The principal facade, a composition partaking both of Corinthian and Ionic details, is adorned by statues of Charlemagne and St. Louis; but the chief feature of the church is the stately gilded dome that, rising to a height of 344 feet, forms a striking object from all parts of Paris. Beneath this gorgeously-decorated canopy, which is upheld by graceful Corinthian pillars, and enriched with statuary, frescoes, and tinted glass, is a semi-subterranean chapel of polished granite. 120 feet in circumference, and encircled at a height of 21 feet with a gallery of Italian marble. In the centre of this space, flooded with coloured light, stands the massive sarcophagus of polished Finland porphyry wherein rest the remains of Napoleon Bonaparte, once the mighty Emperor of France, and one of the first generals of Europe. The mosaic pavement that surrounds the mausoleum is inscribed with "Austerlitz, Marengo, Pyramides, Rivoli, Moscowa, Wagram, Friedland, and Jena," being the titles of eight battles in which the French conqueror gained

decisive victories. Surrounding the tomb are twelve statues of "Victory," sculptured by Pradier; and between these are ten emblematical groups in marble, the work of Simart; while numerous banners taken at Austerlitz, and various personal relics of the great Emperor, are also to be seen in the chapel, which is approached by magnificent bronze doors. Near the entrance are the sarcophagi of Marshal Bertrand, to death the faithful friend of Napoleon; and Marshal Duroc, another of his most trusted followers, who fell at the battle of Wurtzehen. In adjoining chapels may be seen the monuments of Marshal Vauban, the great military engineer; Marshal Turenne, the most renowned general during the regime of Louis XIV.; Joseph Bonaparte, for a brief period King of Spain; and Jerome Bonaparte, a younger brother of the conqueror. Those portions of the stately building which commemorate the genius of the once powerful Dictator were constructed after the designs of Visconti, at a cost of some £350,000. (The Hôtel des Invalides can be seen daily from 12 a.m. to 3 p.m.; the Dôme des Invalides on Monday, Tuesday, Thursday, and Friday, from 12 a.m. to 3 p.m.; and the Musée d'Artillerie on Tuesday and

Thursday, from 12 a.m. to 4 p.m.)

We now return to the Esplanade des Invalides, and along the Rue de Jena reach the quays that border the southern bank of the Seine. Passing the Foreign Office, we come to the Chambre des Députés, or the seat of the Corps Législatif, described when viewed from the Place de la Concorde. At the Pont de Concorde we have a choice of two principal routes towards the Musée de Cluny and the Palais de Luxembourg. The more direct road lies through the lengthy Boulevard de St. Germain, along which are found the War Office, the Board of Works, the Hopital de la Charité, and St. Germain des Prés, one of the few ancient churches of the capital, and noteworthy for its remains of the Norman and early Gothic Since its restoration the sacred edifice has been remarkable for its splendid decorative work, the fine wall-paintings and frescoes by Flandrin and Cornu being choice examples of their kind. Not very far distant, but on the opposite side of the boulevard, is the Ecole de Médicine, a spacious classical structure, having an amphitheatre with seats for 1,400 students, a valuable anatomical museum, and a medical library of 30,000 volumes. Near this point the Boulevard de St. Germain crosses the Boulevard de St. Michel, affording access to the Musée de Cluny, the Panthéon, and the Gardens of the Luxembourg; while the former thoroughfare finds its eastern termination on the Quai St. Bernard, near the immense Halle aux Vins, the great centre of the wine trade, an enormous national interest. The buildings and yards here located cover about one hundred acres, have accommodation for 20,000,000 gallons of

wine, and the stores of brandies and wines contained within its area frequently comprise nearly half a million of casks containing the choicest vintages of Champagne, Burgundy, Languedoc, and Bordeaux.

Our alternative course lies by the riverside, whence we successively gain views of the Tuileries Gardens and the palatial pile of the Louvre, which border the northern quays of the Seine. Proceeding along the Quai d'Orsay, we soon approach the Palais de la Légion d'Honneur, designed about a century ago by Rousseau for Prince Salm Kyrburg, from whom it passed into the hands of the gifted Madame de Staël; thence to the Provisional Government; and when, after a brief ownership by a certain Marquis de Beauregard, it again relapsed to the State, the palace was by Napoleon I. made the headquarters of his newly-instituted Légion d'Honneur. The Pont de Solferino, nearly opposite this building, communicates with the Tuileries Gardens. After passing the Pont Royal we traverse the Quai Voltaire-which takes its name from an adjoining house wherein the French philosopher died-and near the Pont du Carrousel see the Institut de France, where is located the Bibliothèque Mazarine, not far from the Palais des Beaux Arts on the Quai Malaquais, facing the Louvre. The latter extensive building, which partakes of the Tuscan, Ionic, and Renaissance styles of architecture, provides accommodation for the Ecole des Beaux Arts, was designed by Debret, and completed in 1838; but the northern façade was not finished until 1861. The educational course includes painting, sculpture, engraving, architecture, and seal-cutting; and over one thousand students here receive instruction under competent professors. Chief among many interesting apartments are the picture galleries, known as the Musée des Copies; the Salle des Modèles, containing some two hundred reproductions of antique statuary; the Salle de Louis XIV., with its portraits of the principal French masters; the rooms devoted to architecture and models; the Cour du Mûrier, where may be seen facsimiles of the competitive studies for the Prix de Rome; the Council Room, filled with portraits; the amphitheatre, and the costly art library. (The Palais des Beaux Arts is open daily from 10 a.m. to 4 p.m., but on Saturday closes at 3 p.m. Fee, 1 franc.)

Pursuing our ramble, we now proceed eastward, and shortly after passing the Pont des Arts, which crosses the Seine at a spot just opposite the Louvre, reach the Quai Conti, where stands the substantially-designed Hötel des Monnaies, or the French Mint, its classic elevation being adorned by emblematical statues of Law, Prudence, Power, Commerce, Abundance, and Peace. The front facing the Rue Guénégaud bears similar figures, representing



THE PONT NEUF, PARIS.

Earth, Air, Fire, and Water; while the peristyle contains busts of Henri II., Louis XIII., Louis XIV., and Louis XV., together with statues of Good Faith and Abundance. In the Grande Salle is a perfect collection of the French coinage from the days of Charlemagne; also models of coining apparatus and machinery. The Salle des Modèles is filled with similar specimens; and a collection of French and foreign postage stamps in another apartment attracts considerable attention. The workshops comprise the Salle des Machines, the Silver Foundry, the Annealing Furnaces, the Coin Manufactory, and the Minting-room. (The various rooms can be viewed on Tuesday and Friday, from 12 a.m. to 3 p.m.; and the workshops may be inspected on the same days, but only by written

permission from the President of the Mint.)

At the end of the Quai de Conti we perceive the celebrated Pont Neuf, the oldest bridge in Paris, having been completed in 1624 by Henri IV., whose noble equestrian statue is placed on that portion of the bridge which crosses the Ile de la Cité. Across the river, and opposite the Quai des Augustins, we now perceive the stately Palais de Justice by the slender spire of Sainte Chapelle, and further eastward mark the towers of Notre Dame, ere we reach the Boulevard St. Michel, turn southward, and pursue our way along this fine thoroughfare to the well-known Musée de Cluny, abutting on the Boulevard de St. Germain. Sixteen centuries have passed since the site of this national museum was occupied by the imposing Palais des Thermes of the Roman emperors, who were succeeded by the early French kings: and the remains of its baths are still amongst the principal curiosities of the grounds, which also contain numerous examples of ancient architecture removed here from various parts of old Paris. The present structure, a combination of Gothic and Renaissance details, was originally erected in the fifteenth century by a community of Clunic monks, but in later days passed into the hands of the nation. It was a M. du Sommerard who in 1833 formed the nucleus of some valuable mediæval collections, which were subsequently purchased by the Government. and have since received extensive additions. The curiosities are stored in nineteen rooms, seven of these containing carvings in wood, marble, and alabaster; iron castings, antique pottery, tapestry, church ornaments, ecclesiastical vestments, carriages, and sledges, being situated on the ground floor. The apartments on the first floor abound in priceless examples of gold and silver work, gems, mosaics, enamels, miniatures, ebony and ivory carvings, pottery, glass, weapons, tapestry, missals, musical instruments, and furniture. (The Musée de Cluny is open daily, with the exception of Monday, from 11 a.m. to 4 p.m., and can be viewed on production of a visiting-card or passport.)

Again turning northward through the Boulevard de St. Michel, we leave on our left the Rue des Ecoles, where is the College of France, an educational foundation of the sixteenth century, which now supports a large staff of professors, whose lectures are free to the public. The next thoroughfare of importance is the Place de la Sorbonne, leading to the Sorbonne, an ancient university which dates from the reign of Louis V., having been founded by his private chaplain, Robert de Sorbon. The schools were rebuilt in 1629 after the designs of Lemercier, instructed by Cardinal Richelieu. During mediaval times this college possessed considerable influence; and when Napoleon Bonaparte incorporated a university, the studies of theology, science, and literature here found their headquarters. Free instruction is provided. (The extensive

library is open daily from 10 a.m. to 3 p.m.)

Shortly after resuming our main route through the boulevard we again pause at the Rue Soufflot, which leads to the imposing church of Sainte Geneviève, better known as the Panthéon. Its site was originally occupied by a little church founded in the sixth century by King Clovis, which building or its successor was in 1764 in such a serious state of decay that Louis XV. instructed the architect Soufflot to design a handsome classical edifice in honour of the patron saint of Paris. This stately Corinthian temple is approached through a portico resembling that of its namesake in Rome, and consisting of lofty columns, over which is a magnificently-sculptured allegorical tympanum, executed by David d'Angiers, in which France, as Liberty, supported by Genius and Science, is represented distributing laurels to her most-renowned sons, amongst whom, on the left, are figures of Carnot, David, Cuvier, Voltaire, Rousseau, Mirabeau, Monge, Malesherbes, Fénelon, Berthollet, and Laplace; while to the right stand the principal soldiers of the Republic and the Empire. The marble groups near the portico are "Ste. Geneviève pleading with Attila" and "The Baptism of Clovis." The vast dome, which forms so marked a feature of the composition, is surmounted by a lantern. from which the visitor may enjoy one of the most comprehensive views of the capital. Amongst many unique features of the interior, notice should be taken of the exquisite frescoes in the nave. remarkable historical paintings of the cupola, covering 352 square vards, were executed by Baron Le Gros for the sum of £4,000, and portray Clovis, Charlemagne, St. Louis, and Louis XVIII., as four representative monarchs of France, who with other exalted personages, are doing homage to Sainte Geneviève. The groups in the north transept are by Cabanel, and depict scenes in the life of St. Louis. In the vaults are the tombs of Rousseau and Voltaire; and here, too, rest the remains of many eminent Frenchmen.

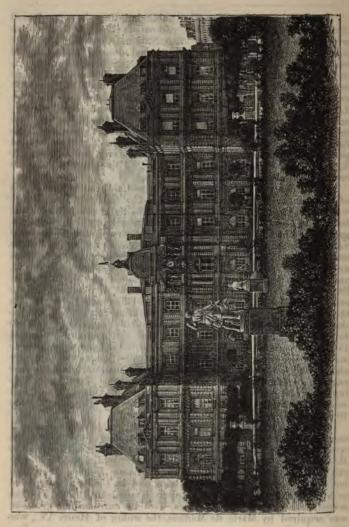


The Panthéon, like many other public buildings, has experienced strange vicissitudes during the various changes of Government which have swept over Paris. The National Convention of 1791 made several additions to the edifice, and decreed that it should become a memorial temple to the great men of France; Napoleon I. in 1806 restored the Panthéon to the Church, but retained its use as a place of sepulture for national worthies; Louis XVIII. in 1821 annulled both the previous edicts and confirmed its earlier status; Louis Philippe in 1830 again sanctioned its possession by the State; and the revolutionists of 1848 here made their headquarters; but in 1851 Louis Napoleon reinstated the clergy, who since then, save for a brief period in the days of the Commune, have held undisputed possession. (The Panthéon can be viewed daily from 10 a.m. to 5.30 p.m., but closes at 4 p.m. in winter. Fees—for the dome, 50

centimes; and for the crypt, 50 centimes.)

In the immediate neighbourhood of the Panthéon is the Church of St. Etienne du Mont, noteworthy for the elaborate Renaissance work of the western front, but far more to be commended for the beautiful architectural details of its interior, which include a graceful stone screen reached by elegantly-carved staircases; some valuable specimens of ancient stained glass, dating from the seventeenth century; and several choice paintings, amongst which are examples by Largillière, Juvenet, Grenier, Aligny, Camenade, and Pujol. Probably the chief glory of the church is the shrine of Ste. Geneviève; and it is also noted as the spot where rest the remains of Blaise Pascal, Jean Racine, and Eustache Lesueur. On the northern side of the Place du Panthéon is the Bibliothèque de Sainte Geneviève, a spacious modern building, erected in 1830 to contain the books and manuscripts that had originally belonged to the Abbaye de Ste. Geneviève, together with the extensive additions made during the present century, the collection now comprising about 120,000 volumes, in addition to 35,000 manuscripts and 6,000 engravings, amongst which are curious specimens of antique printing, beautiful productions from the Elzevir and Aldine presses, and some uniquely-illuminated missals. (This library is open daily from 10 a.m. to 3 p.m., and also from 6 to 10 p.m.)

Returning to the Boulevard de St. Michel, which in its continuation is bordered by the Luxembourg Gardens, we cross to the opposite side of the road, and turning to the right through the Rue Médicis come to the splendid Palais du Luxembourg, now the property of the State, taking its name from a preceding building that occupied the same site, and in 1583 was completed as a residence for the Duc d'Epinay Luxembourg. Early in the seventeenth century this structure, with its surrounding grounds, was acquired by Marie de Médicis, the widow of Henri IV., who



THE LUXEMBOURG PALACE, PARIS.

commissioned Jacques Debrosses to erect a stately Renaissance structure, similar to the Pitti Palace at Florence, the seat of the Medici family. The principal elevation, comprising three majestic pavilions connected by galleries, has a length of one hundred feet, and overlooks the Cour d'Honneur; and the southern front, which is of a similar style, commands delightful views over the terraces and gardens. Amongst numerous handsomely-furnished and richly-decorated apartments of the palace, the more noteworthy are the Salle de Trône, for some years used for the assemblies of the French Senate; the Salle des Conférences, containing exquisite specimens of Gobelin tapestry; the Salle de Massages, where are pictures by Flandrin, Caminade, and Vinchon; the Chambre-àcoucher of Marie de Médicis, with its choice paintings executed by Nicolas Poussin, Philippe de Champagne, and Rubens; and the Chapelle, elaborately decorated with a fine fresco and other works of art.

Throughout the year thousands of persons are attracted to the Luxembourg on account of its extensive picture galleries, known as the Musée des Tableaux, where are to be seen the best productions of living French artists or those recently deceased, subjects being usually kept here for ten years after the death of the artists, when they are transferred to the Louvre. Under these circumstances changes are constantly taking place; nevertheless, the walls are abundantly supplied with valuable paintings, and the sculpture galleries afford numerous examples of modern statuary. The picture saloons are situated on the first floor, and will probably be found to contain some excellent work by Baudry. Rosa Bonheur, Bouguereau, Brascassat, Cabanel, Corot, Daubigny, Paul de la Roche, Doré, Duran, Feyen-Perren, Fleury, Français, Gérome, Gleyne, Gudin, Guerin, Henner, Heilbath, Herbert, Isabey, Jeanron, Lawrens, Lefèbre, Lehmann, Meissonier, Millet, Muller, Philippoteaux, Regnault, Roqueplan, Scheffer, Horace Vernet, Watelet, and Ziem, with many other painters whose talents have brought them into more recent notoriety. (The Luxembourg Galleries are open in summer from 9 a.m. to 5 p.m., and in winter from 10 a.m. to 4 p.m., but are always closed on Mondays. Catalogues can be purchased for 1 franc.)

Leaving the palace, and passing into the spacious Jardin du Luxembourg, we first come to the gay parterres of the flower garden, adorned with statuary and a handsome fountain, and from this reach a wide area of green sward and luxuriant trees, interspersed with studies of sculpture. Proceeding through the central avenue, we presently come to the southern exit, at the junction of the Boulevards de St. Michel, du Mont Parnasse, and Port Royale with the Avenue de l'Observatoire, which leads to the

National Observatory of France, a seventeenth-century structure, designed by Perrault, and well supplied with astronomical and other instruments. In the Boulevard du Mont Parnasse is one of the termini of the "Chemin de Fer de l'Ouest," communicating with Versailles, also with Normandy, Brittany, and western France, its main lines and branches covering a distance of 2,837 miles.

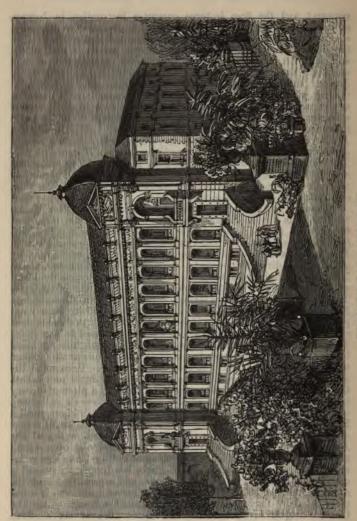
Joining the circle of the outer boulevards, we turn into the Boulevard Port Royale, and soon note on our left the Rue St. Jacques, in which is the domed church of the Val de Grace, formerly the place of interment belonging to the Orleans and Bourbon families. It also contains the tomb of Henrietta Maria, the widowed queen of Charles I. of England, who after the execution of the king retired to Paris, and for some time resided at the Palais Royal. After passing several unimportant cross-streets, we come to the Avenue des Gobelins, which takes its name from the Gobelins or national manufactory of tapestry, which owes its origin to one Jean Gobelin, a clever dyer, who some four hundred years ago here established his dye-works, the production of tapestry being afterwards introduced and pursued by the family for over two centuries. During the reign of Louis XIV. the various tapestry works of Paris were united under the control of the State, when Charles Lebrun was appointed as the principal director of the enterprise, and was succeeded by Mignard. In 1826 a carpet factory, known as the Savonnerie, and founded by Marie de Médicis, was also incorporated with the Gobelins. Unfortunately about seventy valuable tapestries were destroyed by fire during the Commune: but several remaining examples of the art comprise reproductions of standard pictures, and evince the most exquisite taste and skill in their production. (The Gobelins, including the tapestry collection and the workshops, may be inspected on Wednesday and Saturday. from 2 to 4 p.m. Catalogues, 50 centimes.)

Continuing our walk, we now reach the Boulevard de Marcel, which merges into the Boulevard l'Hôpital, in its turn terminating on the Quai d'Austerlitz, near the Gare d'Orléans, the terminus of the "Chemin de Fer d'Orléans," an important system of 3,734 miles, affording a direct express route to Orleans, Bordeaux, Biarritz, Pan, the Pyrenees, Madrid, and Lisbon; also throughout Spain and Portugal. In the neighbouring Place Walhubert is the principal entrance to the Jardin des Plantes, founded by Guy Labrosse in 1635 for the study of botany. It acquired increased influence during the seventeenth century under Buffon, who with Humboldt and Cuvier greatly added to the value of the collections, until, as the headquarters of the Societies for the Encouragement of the Study of Natural Science, the Gardens now wield a widespread educational influence. The amplitheatre seats twelve hundred

persons; and the free lectures comprise instruction in botany, mineralogy, geology, zoology, physiology, comparative anatomy, chemistry, physical science, palæontology, and anthropology. In the library are some important manuscripts, paintings, and 60,000 volumes. Amongst the more noteworthy apartments of the museums are the Galleries of Natural History, the Gallery of Zoology, the Gallery of Geology and Minerals, and the Botanical Gallery, which, with the Anatomical and Anthropological Collections, are in many respects unequalled in Europe. One of the greatest attractions to the general public is the collection of living animals in connection with the Zoological Department. (The Jardin des Plantes is open daily; and the Menagerie from 10 a.m. to 5 p.m. in summer, but during the winter months only from 11 a.m. to 4 p.m. The library is available from 10 a.m. to 3 p.m. The collections are open on Tuesday and Thursday from 2 to 5 p.m., but may be viewed, on production of a ticket or passport, on Tuesday, Thursday,

and Saturday, from 11 a.m. to 2 p.m.)

Crossing the Pont d'Austerlitz, we approach the Place Mazas. whence from the Boulevard Diderot we may enter the important terminus of the "Chemin de Fer de Paris à Lyon, et à la Méditerranée," probably the most important railway corporation in France, its main lines and branches, which cover 2,701 miles, not only affording the direct mail route to Lyons, Marseilles, Toulon, Cannes, Nice, and throughout the Riviera; but extending to Geneva and Pontarlier, for the Swiss railway systems; and also, via the Mont Cenis Tunnel, connecting with the Italian expresses to Turin, Milan, Genoa, Florence, Rome, Naples, Venice, Trieste, and Brindisi. Nearly opposite the station is the Mazas Prison, where are over twelve hundred cells. Hence through the Rue de Lyon we proceed to the Place de la Bastille, the eastern termination of those magnificent inner boulevards which run thence in a curved course of some three miles to the Madeleine for the Place de la Concorde. Here until the memorable 14th of July, 1789, stood the gloomy State prison that for more than two hundred years had furnished a place of dreary confinement for the victims of the infamous lettres de cachet and other sufferers under the tyranny of the late French kings, until a frenzied populace arose to vengeance and initiated the awful scenes of the Great Revolution by the oft-described destruction of the Bastille. Since those fatal days of horror this vast open space, now surrounded by buildings and communicating by twelve principal thoroughfares with all parts of Paris, has frequently proved a centre for popular tumults or revolutions, and especially during the eventful years of 1830, 1848, and 1871. One of such eras is commemorated by the massive Colonne de Juillet, a bronze pillar 154 feet in height, inscribed with the names of over six hundred



THE JARDIN DES PLANTES, PARIS.

patriots who fell on the 27th, 28th, and 29th of July, 1830, and surmounted by a gilded statue of Liberty. From the basement, composed of white marble and adorned with medallions depicting the Constitution, Strength, Justice, and Freedom, a flight of 212 steps leads to the summit, whence is a good prospect over the

eastern districts of the city.

While in the neighbourhood of the Place de la Bastille, and noticing some of the many places of interest which may be conveniently reached from its vicinity, we should remark that the railway station on the southern side of the square affords rapid and direct services to and from the splendid Bois de Vincennes, a finelytimbered expanse, comprising more than 2,000 acres, and traversed by well-kept drives that lead to many choice spots of sylvan scenery. It also contains some picturesque lakes and other ornamental waters. The ancient château, a massively-constructed stronghold of the twelfth century, for long shared with the Bastille all the grim horrors and sad stories of a State prison for ofttimes innocent members of the French nobility; but, unlike the former, still remains as a grey monument of bygone feudal grandeur. The fortified gatehouse, the massive masonry of the keep-at places more than five yards in thickness-and the mediæval chapel, are amongst the more remarkable relics of antiquity. Military defences of the nineteenth century find an imposing example in the huge Vincennes Fort, which, completed in 1844, provides accommodation for thousands of troops and more than twelve hundred horses, together with vast stores of ammunition.

Another much-frequented road from the Bastille is the Rue de la Roquette, tending for some three-quarters of a mile due eastward, passing the Roquette prisons, and communicating with the wellknown cemetery of Père Lachaise, that was formed in 1804, and extends over more than one hundred acres. It is considered to contain considerably more than forty thousand monuments, their estimated aggregate value exceeding £4,000,000. Here in their last long sleep rest the remains of many an eminent Frenchman who has served his generation in the State, the army, art, science, literature, or other prominent positions. Amongst such we may instance the greatly-venerated and beloved Louis Adolphe Thiers, the liberator of his country and the first President of the present Republic, who with Prince Talleyrand, the astute statesman of a former era, reposes at Père Lachaise; as do Marshals Ney and Massena, who with General Foy and Sir Sidney Smith the Englishman, shone as brave soldiers or clever tacticians. Amongst gifted artists here interred are such names as Baron Gros, Prudhon, Flandrin, Géricault, Jacques David, and Corot; sculpture claims the remains of David d'Angers and Jacques Pradier; musicians can visit the tombs of Auber, Bellini, Cherubini, Chopin, Garcia, and Rossini; while Béranger, Desangiers, Balzac, Bernardin de St. Pierre, Madame Cottin, La Fontaine, and Molière, represent some of the most eminent writers that have belonged to France; and naturalists may well be proud to honour the memory of Baron Cuvier, as French architects will doubtless remember Jacques

Visconti, the latest architect of the Louvre.

Returning to the Bastille, we should remark that the Boulevard Henri IV. leads thence to the Rue de Sully on its left, where stands the Bibliothèque de l'Arsenal, the second of the larger public libraries in Paris, originally purchased in 1785 by the Count d'Artois (Charles X.), who made considerable additions; and these have been so greatly augmented since its acquisition by the State that it now possesses over 200,000 volumes and nearly 7,000 manuscripts. (The Bibliothèque de l'Arsenal can be visited daily from 10 a.m. to 3 p.m., excepting during the summer vacation.) Another much-used road from the Bastille is the Rue de St. Antoine, which during the last days of the Commune witnessed some fearful conflicts at the barricades, which had ultimately to be stormed by the Versailles army. This busy thoroughfare terminates at the eastern end of the Rue Rivoli, where stands the Hôtel de Ville, and not far from the Rue de Sévigné, where, at the Hôtel de Carnavelet, once the residence of the renowned Madame de Sévigné, is the Bibliothèque de la Ville de Paris, especially rich in historical works relating to the French capital. (This library can be visited daily from 10 a.m. to 4 p.m. with a reading order from the Prefect of the Seine.)

Once more resuming our onward course, we pursue our way through the wide and handsome Boulevard Beaumarchais, the Boulevard des Filles du Calvaire, and the Boulevard du Temple, to the Place de la République, whence from the Rue du Temple, a thoroughfare on the south-west, we may reach the Rue des Archives, in which stands the Palais des Archives, which since 1794 has contained the official and public records, documents, and other State papers belonging to the nation. Here in six saloons are arranged a large number of deeds possessing great historical interest, including the records of the trial of Joan of Arc; the Edict of Nantes, 1598, and the revocation of the same Edict in 1685; the speech of Louis XVI. before the Convention; the Declaration of the Rights of Man; the resolution that decreed the destruction of the Bastille; and letters by Catherine de Médicis. Mary Queen of Scots, Charlotte Corday, and others whose names have been associated with French history. A most attractive collection of seals and medallions will be found in the Musée Sigillographique, some of the specimens dating from the fifth

THE PALAIS DES ARCHIVES.

century. (The Archives Nationales are open daily for research from 10 a.m. to 3 p.m.; and can also be inspected on Thursday from 12 a.m. to 3 p.m. by an order from the Director.) In the Rue Vieille du Temple are the Government Printing Offices, known as the Imprimerie Nationale, which employ about one thousand hands. The principal apartments are the Salles des Machines, containing nearly one hundred presses; the Cabinet des Poinçons; the Atélier de Réglure; and the Bibliothèque. (The offices may be viewed on Thursday at 2 p.m. by tickets, which can be obtained of the

Director.)

Turning westward along the Boulevard St. Martin, we shall soon notice on our right the Porte St. Martin, a triumphal arch erected in 1674 to commemorate the events connected with the reign of Louis XIV. The sculptures represent "The Triple Alliance," "The Capture of Besançon," "The Taking of Limbourg," and "The Defeat of the German Army." In the Rue de St. Martin, a long road on the left that leads to the quays of the Seine, we shall find the Conservatoire des Arts et Métiers, formerly a Benedictine abbey, but now devoted to the encouragement of technical education, which received special aid from the National Convention of 1794. and has since greatly occupied the attention of succeeding Govern-While it would be almost impossible to particularise the vast array of objects to be seen within the extensive and interesting museum, we might notice that its contents, generally, comprise an immense variety of objects used in agriculture, astronomy, brickmaking, chemistry, distilling, engineering, electricity, geometry, horticulture, illumination, mechanics, mining, printing, physiology, surveying, watchmaking, &c. The technical library in connection with the institution contains some twenty thousand volumes.

Not far distant to the right of the Boulevard St. Denis is the Porte St. Denis, another triumphal arch, designed by Blondel and decorated with emblematical statuary by Anguier. Its erection commemorated the Flemish battles of Louis XIV., and also the crossing of the Rhine by the French army in 1652. The continuation of the inner boulevards leads through the Boulevard Nouvelle to the Boulevard Poissonier, from whence branches the Rue du Faubourg Poissonier, where stands the Conservatoire de Musique, having a handsome Ionic elevation graced with emblematical sculpture representing Tragedy, Comedy, Opera, and the

Comic Opera.

Turning northward through the Boulevard de Strasbourg, we reach the Boulevard de Magenta, which by a short street communicates with the terminus of the "Chemin de Fer de l'Est," a system owning 2,764 miles of line, its principal trunk route extending by way of Strasburg, to Munich, Vienna, Buda-Pesth, and Constantinople,

and also connecting with the railways throughout south-eastern Europe. A few minutes distant, in the Place Roubaix, is the terminal station of the important "Chemin de Fer du Nord," which, in connection with the express steamers from Boulogne and Calais, furnishes the direct and short sea-routes between Paris and London. It also provides the main route from Paris to Lille, Brussels, Antwerp, Amsterdam, Cologne, Hamburg, Hanover, Dresden, Berlin, St. Petersburg, and the principal cities throughout the North of Europe, the main lines and their branches comprising a total length of 2,231 miles.

Having completed our tour by returning to the spot at which we arrived in Paris, we should briefly notice a few of the public buildings which are more especially required by English or American visitors. At 39, Rue du Faubourg St. Honoré is the British Embassy, while that of the United States is situated at 59, Rue de Galilée. A valuable institution for young ladies staying in Paris is Miss Leigh's Free Reading-room and Young Women's Christian Association, to be found at 88, Faubourg St. Honoré. The places of worship where the services are celebrated in the English language include the Church of the English Embassy. Rue d'Aguesseau : the English Episcopal Church, Rue des Bassins ; Christ Church, 49, Boulevard Bineau, Neuilly; the Presbyterian Church of Scotland, 17, Rue Bayard, Avenue Montaigne; the American Episcopal Church, Avenue de l'Alma; the American Chapel, 21, Rue de Berri, Champs Elysées; the Congregational Chapel, 23, Rue Royale; and the Wesleyan Methodist Chapel, 4. Rue Roquépine, Madeleine. The Hertford British Hospital is in the Rue de Villiers, Levallois-Perret, near Neuilly; and at 35, Boulevard Bineau, Neuilly, is the English Orphanage, which owes its foundation to the munificence of the late Monsieur Galignani.

The General Post Office of Paris is a spacious and substantial modern structure located in the Rue du Louvre. The Poste Restante, in the Rue Jean Jacques Rousseau, is open daily from 8 a.m. to 8 p.m., but is closed at 5 p.m. on Sunday. Letters can also be posted at any of the branch offices, or in the numerous letter-boxes which are to be found in all parts of the city. The boxes for the English night mail are open at the General Post Office until 6 p.m., and at the branch offices until 5.30 p.m.; but the pillar and wall-boxes for this despatch are cleared at 5 p.m.

With regard to telegraphic arrangements, it should be remembered that Paris time is nine minutes earlier than that of Greenwich, as such a difference is of great importance in certain telegrams. The fee for all parts of the United Kingdom is 2d. per word, names and addresses also being charged at the same rate. Certain

offices are kept open throughout both day and night; and amongst these are those at the Gare du Nord, the Gare de Lyon, and the Gare d'Orléans; also at the Bourse'; the Place du Havre; 2, Avenue de l'Opéra; 33, Avenue des Champs Elysées; 8, Place de la République; 3, Rue Boissy d'Anglais; 16, Boulevard St. Denis; and 103,

Rue Grenelle, Faubourg St. Germain.

Our notice of the French capital would certainly be far from complete were we to omit the various attractive trips that can be made in its immediate neighbourhood. Amongst the interesting spots more easily reached are the fine old Cathedral of St. Denis, where may be seen the stately monuments of French kings; the exquisitely-wooded park of St. Cloud, a charming spot for a distant prospect of Paris; the ancient porcelain manufactory at Sèvres; the various boating-stations on the Seine; and the lofty hill and well-grown chestnut forest of Montmorency. But by far the more popular excursions are those which lead the tourist to the more or less ancient royal homes of Versailles, Fontainebleau, St. Germain,

and Compiègne.

The magnificent palace and extensive gardens of Versailles are reached by a railway journey of about fourteen miles, starting either from the Mont Parnasse or St. Lazare termini, the trains departing at hourly intervals. A tramway having half-hourly services also forms a convenient mode of communication from the Louvre. The journey by rail from St. Lazare takes us past the stations of Courbevoie, Puteaux, Suresnes (near the celebrated fortification of Mont Valérien), St. Cloud, Montret, Sevres (Ville d'Avray), and Viroflay. The route from Mont Parnasse includes Ouest Ceinture. Clamart, Meudon, Bellevue, and Sèvres, remarkable for its notable porcelain manufactory, which for more than one hundred years has been famed for producing the finest china in Europe. (The specimen rooms and the Musée Céramique contain several valuable exhibits. and can be viewed daily from noon to 5 p.m., but during the winter close at 4 p.m.) The succeeding stations are Chaville and Viroflay. It should, perhaps, be remarked that omnibuses meet the trains at Versailles, and for the trifling fee of 30 centimes take passengers to the palace, but the tramway is extended to the entrance.

Early in the seventeenth century the site of Versailles was occupied by an old house that adjoined a windmill, both standing within a short distance of an extensive forest, in which Louis XIII. used to hunt. Having made the ground his own, he instructed Lemercier to erect a modest château, which long sufficed for himself and his friends, but was considered far beneath the dignity of his successor, the celebrated Louis XIV. This king may be considered the actual founder of the present vast structure, which was designed by Jules Hardouin Mansart, who included

the previous work of Lemercier in the centre of the building, which was finished in 1682, having occupied more than twenty years in its construction. The principal portion of the interior decorations were executed by Charles Lebrun. At the back of the palace are the vast ornamental gardens, originally laid out by the celebrated André Lenótre, who also designed the gardens of the Tuileries. No fewer than 36,000 men and 6,000 horses were at one time employed in these gigantic building and gardening enterprises,

which cost the French nation some £40,000,000.

The stately pile, composed of a centre and two wings flanked by pavilions, is approached on the east from the Place d'Armes, which leads to the Cour Royale, while the western central façade overlooks the beautiful expanse of the gardens adorned with valuable modern statuary and copies of antique marbles. The Cour d'Honneur, through which we enter the central building, contains a magnificent equestrian bronze of Louis XIV.; while around are statues of celebrated Frenchmen who have filled offices of trust in the army, the navy, and the State. In the main portion of the building, on the ground floor, are the Grande Galerie of Louis XIV., the Salle des Maréchaux, and the Salles des Amiraux et des Connétables. The floor immediately above has the five saloons known as the Grands Appartements, the Appartements de la Reine, the Grande Galerie des Glaces, the Salon de la Paix, and the Salon de la Guerre. On the ground floor of the right wing are eleven rooms, including the Première Galerie de l'Histoire de France, the Galerie des Tombeaux, and the Salles des Croisades; while in the upper storey are the Seconde Galerie des Sculptures and the Salles de Constantine. The left wing contains thirteen rooms, entitled the Galerie de l'Empire, the Galerie des Sculptures, and the Chambre des Députés. Above these we find the Galerie des Batailles and the Galerie des Sculptures. The whole of these majestic apartments are richly decorated, are especially remarkable for their elaborately-designed ceilings, and contain a marvellous store of paintings and statuary, mostly depicting the martial glories of la belle France. In the Historical Museum, formed at a cost of about 15,000,000 francs by Louis Philippe, are numerous objects of interest.

The principal features of the gardens are without doubt the really splendid fountains, which for their fine sculptures and ornamental waterworks are probably unsurpassed, the chief attraction being the magnificent Bassin de Latone. The fountains are usually played at fortnightly intervals from May to October, the display lasting for nearly two hours, and costing about £400; but the great fountains, which attain a height of over seventy feet, rarely play for

more than a quarter of an hour.

We should remind visitors that some half a mile from the palace of Versailles is the Grand Trianon, built for Madame de Maintenon, and now containing some exquisite Sèvres and malachite vases, also paintings by Lebrun, Boucher, and Mignard. The Petit Trianon, erected for Madame du Barry, was the chosen residence of the unfortunate Queen Marie Antoinette. (Versailles is open daily from 12 a.m. to 4 p.m., but is closed on Monday. The Grand and

Petit Trianons can be viewed on Tuesday and Thursday.)

Our next journey is taken over the "Paris, Lyons, and Mediterranean" system to the famous Château and Forest of Fontainebleau. Quitting the Gare de Lyon and crossing the Marne the train, after passing Charenton, Maisons Alfort, Villeneuve St. Georges, Mongeron, Brunay, La Brie, and Melun, arrives at the town of Fon-TAINEBLEAU, about forty miles from Paris. Not much more than a mile from the station is the handsome Palace of Fontainebleau. founded by François I., who here entertained several of the leading artists of his time, including Giulio Romano, Primaticcio, Michael Angelo, and Leonardo, the two former having designed much of the exquisite decorative work that forms so marked a feature of the interior. With the exception of some important additions of Henri IV., and the restorations made by Louis Philippe and Napoleon III., the fine old building remains as a very perfect example of sixteenth-century architecture. Several events of historic interest have occurred within its precincts, the more memorable having been the signing of the Revocation of the Edict of Nantes by Louis XIV.; the proclamation of the divorce between Napoleon Bonaparte and the Empress Josephine; and the subsequent document of abdication which, by compulsion, was obtained from the ambitious emperor.

The five courts at Fontainebleau are known as the Cour du Cheval Blane, the Cour Henri IV., the Cour des Princes, the Cour Ovale, and the Cour de la Fontaine. After ascending the celebrated Horseshoe Staircase, the visitor inspects the Chapelle de la Trinité, the Appartements de Napoléon Bonaparte, the Salle du Conseil, the Salle du Trône, the Galerie de Diane, the Salle du Conseil, the Salle Louis XIII., the Salle de St. Louis, the Salle des Gardes, the Grand Staircase, the Salle des Fêtes, the Galerie François I., the Appartements des Reines Mères, and the Galerie des Assiettes, the entire series of saloons presenting several unique features in decorative frescoes, paintings, sculptures, and carvings, and a choice assemblage of historical relics and various curiosities. (The Palace of Fontainebleau can be viewed daily, with the excep-

tion of Tuesday, from 12 a.m. to 4 p.m. Fee, 1 franc.)

If time permit, the Jardin Anglais, the Treille du Roi, and the charming park, should be visited; and, beyond all, the lover of

glorious sylvan scenery will not neglect to see some of the many delightful spots for which the Forest of Fontainebleau, a vast tract of 42,000 acres, is so remarkable. Chief amongst these destinations are the Rocks of Bouligny, the beautiful forest-paths and curious rock-scenery at Franchard, the Gorgo d'Apremont, the picturesque village of Barbison in the vicinity of some famous oaks, the Oak of Clovis on the Route Ronde, and the favourite view-point known

as the Tour de l'Empereur.

Again starting from Paris, we leave the St. Lazare terminus of the "Chemin de Fer de l'Ouest," and after a journey of some fifty minutes, during which we have passed Asnières, Nanterre, Rueil, Chaton, Vesinet, and Le Pecq, we pause at St. Germain en Laye, where is the royal Château of St. Germain, which stands on the site of a palace erected in the twelfth century, but replaced by the present structure, raised, like Fontainebleau, by François I. It for some time remained as a residence of the French monarchs, until Louis XIV. removed to Versailles, and shortly after this event St. Germain was given to the exiled James II. of England. The present attractions of the château are the valuable antiquarian collections of the Romano-Gallic museum, the view from the terrace, and the walks and drives in the adjoining forest. (The museum can be viewed without charge on Tuesday and Thursday, from 11 a.m. to 4 p.m.; and on Wednesday, Friday, and

Saturday, by a fee of 1 franc.)

Finally, we make a pilgrimage over the "Chemin de Fer du Nord" line, which emanates from the Place Roubaix. The principal stations on our journey are St. Denis and Chantilly, noted for its racecourse, the Château de Chantilly, the Château d'Enghien, and the picturesque Forest of Chantilly. Diverging from the main route at Crief the branch line, after passing Pont St. Maxence and Verberie, reaches our destination COMPIÈGNE, an ancient town on the Oise, not far from the interesting Château de Compiègne, once a favourite rural retreat with the monarchs of the Valois and Bourbon dynasties. It is still most attractive for the beauties of its situation, and also, like St. Germain, possesses a museum of Cambodian antiquities, arranged on the ground floor. The State Apartments are likewise devoted to similar purposes, and include the Salle des Gardes, the Salle des Huissiers, the Grandes Appartements, the Appartements de l'Empereur, the Appartements de l'Impératrice, and the Galerie des Fêtes. Amongst the really valuable objects to be viewed in the various saloons are frescoes, pictures, furniture, tapestry, porcelain, bronzes, marbles, and various specimens of ethnographical interest. In the chapel are pictures by Paul Veronese and Leonardo da Vinci. A very entrancing drive may be taken through the well-known Forest of Compiègne, and it would be well to visit the imposing feudal stronghold of the Château de Pierrefonds, a magnificent Renaissance structure which

has recently been subject to an admirable restoration.

Few, if any, of our Continental cities contain so many good hotels as the French capital, and, seeing that they are most numerous, it is difficult and somewhat invidious to recommend any particular set of houses, more especially as all classes of visitors may be satisfactorily accommodated. Still, it may be well to note that the three largest hotels of the city are the "Hôtel Grand," in the Boulevard des Capucines; the "Hôtel Continental," in the Rue Castiglione : and the "Grand Hôtel du Louvre," in the Rue de Rivoli-each containing several hundreds of rooms. Amongst other reliable establishments are, in the Rue de l'Arcade, the "Hôtel Bedford;" in the Rue Boissy d'Anglas, the "Hôtel Vouillement;" in the Rue Castiglione, the "Hôtel Balmoral," "Hôtel Castiglione," "Hôtel de Liverpool," and the "Hôtel de Londres;" in the Rue Caumartin, the "Hôtel St. Pétersbourg;" in the Champs Elysées. the "Grand Hôtel d'Albe;" in the Rue du Dauphin, the "Hôtel de la Couronne," "Hôtel du Dauphin," and the "Hôtel de Paris et Osborne;" in the Rue l'Echelle, the "Hôtel de Normandie;" in the Rue Gluck, the "Hôtel Clarendon;" in the Boulevard Haussmann, the "Hôtel de Canterbury;" in the Avenue de l'Opéra, the "Hôtel Bellevne," the "Hôtel des Deux Mondes," and the "Hôtel de Nice;" in the Rue de la Paix, the "Hôtel Mirabeau," and the "Hôtel Westminster;" in the Rue de Rivoli, the "Hôtel Brighton," "Hôtel Meurice," "Hôtel Windsor," and the "Hôtel Wagram;" in the Rue Neuve St. Augustin, the "Hôtel de l'Amirauté," "Hôtel Chatham," and "Hôtel de l'Empire;" in the Rue St. Honoré, the Hôtel Lille et Albion," and the "Hôtel St. James;" in the Rue St. Hyacinthe, the "Hôtel du Prince Albert;" in the Rue St. Roche, the "Hôtel St. Romain;" in the Rue Scribe, the "Hôtel Scribe;" and in the Place Vendôme, the "Hôtel Bristol." Galignani's Messenger, the American Register, and the Morning Press, are the principal English newspapers.

C.—PARIS TO BORDEAUX, MADRID, AND LISBON; TO LYONS, MARSEILLES, HYÈRES, CANNES, NICE, AND MENTONE; TO TURIN, GENOA, FLORENCE, ROME, AND NAPLES; TO BOLOGNA AND BRINDISI; TO MILAN AND VENICE; TO GENEVA; TO NEUCHATEL AND LAUSANNE; AND TO MUNICH, VIENNA, BUDA-PESTH, AND CONSTANTINOPLE.

UNDOUBTEDLY one of the greatest attractions of Paris as a halting-place on a Continental tour is the facility by which the traveller may thence reach the principal watering-places, health resorts, and chief commercial cities of Europe. Here, without reference to those lines of communication which affect the French capital and its more immediate surroundings, we have five great traffic corporations having their iron-ways extending throughout France, and on its frontiers joining the railways of Spain, Italy, Switzerland, Germany, and Belgium, in their turn affording further links with the regions beyond. While it is outside the limits of our work to supply an exhaustive series of tours, which is better obtained from the "Tourists' Programme" issued by the "South Eastern Railway," we purpose giving a brief outline of the chief express routes that extend southward and eastward from Paris. En passant, we may mention that sleeping cars, subject to supplementary first-class fares, are attached to the principal trains. full particulars being obtainable at 5, Gracechurch Street, E.C., and 122, Pall Mall, London, S.W., also at 3, Place de l'Opéra, Paris, and Centralbahn Platz, Bale.

Our first journey will be made by the "Chemin de Fer d'Orléans," which has its Paris station on the Quai d'Austerlitz, and furnishes a route for Bordeaux, Biarritz, the watering-places of the Pyrenees, Madrid, and Lisbon. A second trunk line leads to Toulouse, 466½ miles, and Barcelona, 729 miles, from Paris. By the former road

we come to Orléans, Blois, Tours, Angoulême, and

BORDEAUX,

Fares from London-1st, 115/6; 2nd, 86/6,

618 miles from Charing Cross via Folkestone. This extensive city, seated on the banks of the Garonne, has about four miles of quays, and is not only a busy centre of the wine trade but one of the most prosperous ports of France. Its chief buildings are the Art Gallery;

the Museum, containing numerous antiquities and an extensive library; the Palais de Justice; the Theatre; St. André's Cathedral; and several ancient churches. The General Post Office is in the Rue Porte Dijeaux, and the Telegraph Office in Place Tourny. Here is the "Hôtel de France." Bordeaux is a port of departure and arrival for the fine steamers of the "Compagnie Générale Transatlantique," respectively sailing to and from the West Indian

stations of Colon, Vera Cruz, and Hayti.

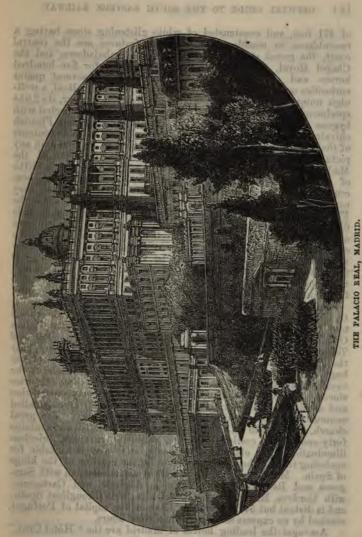
The continuation southward of the "Orléans" main line, via Arcachon, leads to Daz, well known for its thermal sulphur springs, and by a branch railway having direct access to Pau, a fashionable health resort, 506 miles from Paris. Not far distant are several small watering-places of the Pyrenees, which of late years have become so renowned for the efficacy of their mineral springs. At Pau is the "Hôtel de France." The trunk route from Dax passes onwards through Bayonne to Biarritz, a charming bathing-place on the shores of the Bay of Biscay. Here is the "Hôtel d'Angleterre." Our next stations are Hendaye and Irun, whence the express runs via Miranda, Burgos, and Valladolid, to

MADRID.

Fares from Paris-1st, 147/6; 2nd, 108/10.

1,156 miles from Charing Cross via Folkestone. The capital of Spain, occupying an elevated site on a sandy plain 2,450 feet above the level of the sea, and near the Guadaramas, is remarkable for a highly-rarefied atmosphere, and is often subject to extreme and trying conditions of climate. In the centre of the city, which contains about half a million of inhabitants, is the Puerta del Sol, a large open space, around which are grouped the leading hotels, cafes, and business establishments, and from whence radiate nine important thoroughfares. These communicate with some seven hundred other streets, and about eighty squares, of which the Plaza Mayor is the principal; and the city is partly encircled with a picturesque boulevard that forms an agreeable promenade, and commands pleasing views of the numerous domes and spires that rise amidst clumps of trees or clustered masses of buildings. Beyond this lies the Buon Retiro, a delightful park containing a large lake.

Madrid is remarkable for its large number of churches, some of them being especially noted for the elaborate character of their decorations; but probably the most famous religious house is the convent of Nuestra Senora de Atocha, widely reputed for its wonder-working image. Chief among the imposing buildings in Madrid, if not in Spain, is the stately Palacio Real, a royal residence of surpassing grandeur and immense size, forming a parallelogram



of 471 feet, and constructed of white glistening stone having a resemblance to marble. Its principal features are the central court, the grand staircase, the Sala de los Embajadores, and the Chapel Royal. In the royal stables are stalls for five hundred horses and mules, and the carriages comprise several quaint curiosities on wheels. Near the palace is the Armeria Real, a wellnigh unique collection of antique and mediæval armour, its 2,644 specimens including a matchless series of the arms connected with bygone days of Spanish, Moorish, Italian, German, and Flemish chivalry. But beyond question the marvellously valuable contents of the Real Museo de Pinturas far excel those to be found in any picture-gallery of Europe, and as such merit the pride of the Madrilenos. It would be impossible to fitly describe a tithe of the wealth represented by the 2,500 paintings that here crowd the walls; therefore let it suffice to remark that they comprise the choicest productions of Spain and Italy, while the Flemish and Dutch subjects, matchless in their excellence, include 64 pictures by Rubens and 60 by Teniers; and the few canvases of the French artists are of great excellence. The national schools of Madrid and Seville are worthily represented, their more noteworthy examples being 65 pictures by Velasquez and 46 subjects from the graphic brush of Murillo. Italy contributes 10 paintings by Raphael and 25 by Paul Veronese, its Venetian school also furnishing an additional 43 pictures by Titian and 34 by Tintoretto.

Amongst other buildings of interest are the Palacio de Congreso; the National Library, with its store of 250,000 volumes and choice numismatic collections; the Antiquarian Museum; the Italian Opera; and several capacious theatres. The General Post and Telegraph Office is in the Calle del Correo. The Bull Ring, near the Puerta de Alcalà, contains seats for 14,000 spectators of the huge arena. A railway journey of thirty-two miles leads to the vast and curious pile of the Escorial, erected some three centuries since by that bigoted monarch Philip II., whose gloomy superstition and ambitious character produced what is probably an unequalled monument of ecclesiastical display and regal misery. The great church, dedicated to St. Lawrence, is lavishly decorated, and contains forty-one altars, costly sculptures, exquisite carvings, priceless illuminations, and elaborate vestments; it is also remarkable for enclosing the Pantheon or mausoleum for the remains of the kings of Spain. Madrid enjoys direct railway communication with Saragossa and Barcelona; with Valencia, Alicante, and Cartagena; with Cordova, Malaga, Seville, and Cadiz; also throughout Spain; and is distant but 547 miles from LISBON, the capital of Portugal, reached by an express service within sixteen hours.

Amongst the leading hotels of Madrid are the "Hôtel Cruz,"

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"Grand Hôtel Continental," "Hôtel Cuatro Naciones," "Hôtel Impérial," "Hôtel Los Embajadores," "Hôtel Leones de Oro," "Hôtel de Madrid," "Hôtel de la Paix," "Hôtel de Paris," "Hôtel Oriente," "Hôtel Peninsular," "Hôtel de Russie," and the "Hôtel Universo."

Returning to Paris we repair to the Boulevard Diderot, where stands the terminus of the "Chemin de Fer de Paris à Lyon, et la Méditerranée," whose main lines furnish the direct express route to Lyons, Marseilles, and throughout the Riviera; also via Mont Cenis to Turin, Florence, Rome, and Naples; via Bologna to Brindisi, being the direct route of the weekly Indian Mail; and via Milan to Venice. The Swiss services to Geneva proceed via Culoz; while those to Neuchatel, Berne, and Lausanne extend via Pontarlier. Our first outline will be that of the express route to the Riviera, which tends in a south-easterly direction for 1954 miles to DIJON, an ancient city, formerly the capital of Burgundy, and still the headquarters of its extensive wine trade. The Cathedral, dedicated to St. Benigne, and several old churches; the spacious Hôtel de Ville, where are located some valuable collections of paintings, a museum of antiquities, and an extensive library of books and manuscripts; the Palais de Justice; and Jardin des Plantes-are the principal objects of interest. At this point the lines for Neuchâtel, Berne, and Lausanne, diverge eastward. Here is the "Hôtel de la Cloche." Turning due south we now speed to MACON, another centre of the wine-growing district, and probably even of greater importance as the junction for Geneva, and also for the mail expresses that proceed via Modane through Mont Cenis to Turin, and throughout Italy. At Maçon is the "Hôtel de l'Europe." Little more than an hour later we enter

LYONS,

Fares from London—1st, 110/3; 2nd, 83/-.

576 miles from Charing Cross via Folkestone. More than nineteen hundred years have elapsed since the Roman conquerors of Gaul founded Lugdunum, which is now the first commercial city of France, and the prosperous centre of the silk manufacture, having a population of about 400,000 persons. This busy seat of industry occupies a long and narrow peninsula washed by the Rhone and Saone, that here effect a confluence of their waters, and also spreads far away over their northern and southern banks, with which communication is secured by some twenty bridges. The long range of wide quays, planted with beautiful trees, form most delightful promenades. From the Place Bellecour, a fine square attractively adorned with trees and fountains, extend the Rue de

Lyon, the Rue de l'Hôtel Ville, and the Rue Centrale, the two former thoroughfares being remarkable for the number and excellence of the theatres, cafés, and shops, that here abound. In the Place des Terreaux, another haunt of enterprising commerce, stands the magnificent seventeenth-century elevation of the Hôtel de Ville, surmounted by a lofty clock-tower. It is considered one of the most handsome municipal buildings to be found in Europe, and contains many features of interest scattered throughout the interior, the Salle des Archives being especially noteworthy for its historical relies and valuable collection of documents. Facing the same square is the splendid Palais des Beaux Arts, the spacious structure providing ample accommodation for an extensive library, an antiquarian museum, and another museum stored with natural history specimens, together with sculpture and picture galleries, the latter containing paintings by Rubens, Teniers, Cuyp, Perugino, and other

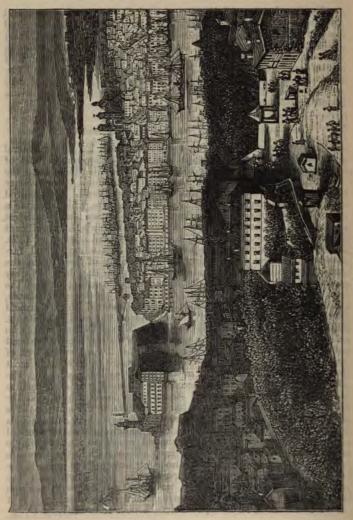
celebrated masters.

On the Quai de l'Archevêché will be found the Cathedral of St. Jean Baptiste, which occupied some three centuries in its erection, and as a consequence naturally partakes of many architectural styles; its more praiseworthy features are the stately western front, and the highly decorative work of the apse. To enumerate all the churches of Lyons, which is a stronghold of the Roman Catholic faith, would be beyond our design; but we should not fail to notice the famous church of Notre Dame de Fourvières, which, with its characteristic surroundings of ecclesiastical buildings, is seated on the neighbouring hill of Fourvières, that commands a magnificent view of the great city beneath, the far-reaching valleys of the Rhone and Saone, the distant range of the Alps, and the mountainous districts nearer at hand. Hence every year come some 1,500,000 pilgrims, who obtain similar privileges to those accorded to devotees One of the most pleasant outdoor resorts of the at Loretto. Lyonnais is the Parc de la Tête d'Or, which, with its gardens, lakes, and promenades, combined with botanical and zoological collections, forms a considerable attraction both to residents and visitors. The General Post Office is in the Place Bellecour, and the Telegraph Office in the Place de la République. Ere passing onwards we should briefly note that the principal warehouses and offices connected with the silk manufacture are situated in the St. Clair district, although the larger number of weavers dwell in La Croix-Rousse. where no fewer than 40,000 looms are employed by about 600 manufacturers: the annual imports of raw silk being £8,000,000 in value. while the exportations of finished fabrics to England, the United States, and Russia, alone amount to some £18,000,000. The leading hotels are the "Grand Hôtel de Lyon" and the "Grand Hôtel de l'Univers." Leaving Lyons, with its memories of the worthy Jacquard, and speeding southward, the expresses usually pause at VALENCE, and about two hours later at AVIGNON, the burial-place of John Stuart Mill, and of much interest for the immense Palace of the Popes (a vast embattled structure of the fourteenth century), the cathedral of Notre Dames des Doms, the Musée Calvet, and the Hôtel de Ville. Here is the "Hôtel de l'Europe." Hence a quick run of over seventy miles brings us to the shores of the Mediterranean, where is our destination,

MARSEILLES.

Fares from London-1st, 143/-; 2nd, 107/6. Return-1st, 226/0; 2nd, 174/-.

794 miles from Charing Cross via Folkestone. To gain a general idea of Marseilles, the principal and most picturesque seaport of France, we cannot do better than ascend the hill which, from the seventh century and onward, furnished a site for a tower whence the ancient Marseillais kept watch over sea and land. Six hundred years later a chapel also was erected on the site, which became a place of pilgrimage for mariners and fishermen; and its latest successor, the Church of Notre Dame de la Garde, a magnificent Byzantine edifice, was raised at great cost, and opened in 1864. From this elevated vantage-point may be seen a grand and farreaching prospect, "embracing the fair valley of the Rhone, the white houses of Marseilles stretching away up the plain, the grey mountains of Spain in the far distance, the dazzling blue of the sea, the dark towers of the fort, and the rocky picturesque islands, with the Château d'If beyond;" while clustered thickly around is the teeming city of nearly three hundred thousand inhabitants. This populous seaport owed its origin to a tribe of Ionian Greeks who about 600 B.C. here founded a town that ultimately became the head of a Roman province. While for centuries Marseilles has been of vast maritime importance to France, it has since 1850 made most remarkable advances, until, as the head packet station on the Mediterranean shore, it has become an oft-used port of departure for Algeria, also for the mail steamers to India, China, and the East. Its extensive harbours, having an area of 270 acres, possess accommodation for some two thousand vessels; its long and spacious quays are constantly animated by ever-changing phases of nautical life and people; and its lofty bonded warehouses afford ample storage for the merchandise of many climes; while the immense soap-works and sugar refineries also contribute a large quota to the exportations. Speaking of Marseilles in connection with the national commerce and industry, we should not forget to mention that it produced one of the worthiest and most disinterested of French statesmen, M. Adolphe Thiers, born here in 1797.



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Marseilles is eminently attractive, both to its inhabitants and the many who make the fair Provençal city a halting-place on their journey to the Riviera. Its beautiful open spaces, which lend themselves so well to the charming outdoor life that either in winter or summer is so congenial with the climate, include Les Allées du Meilhan, the wide avenue of the Prado, the Château des Fleurs, and the splendid Château de Borelly, a matchless park of well-grown timber, delightful gardens adorned with statuary, and ornamental water. An exquisite continuation of the main drive is furnished by the Corniche Road, a winding rock terrace affording entrancing glimpses across the ocean and the shore, overlooked by handsome villas, and terminating in the pretty district of Les Catalans. The Zoological Gardens are also remarkable for their charmingly natural and unique arrangement. The leading public establishments are the Hôtel de la Préfecture, the Palais de Justice, the magnificent Bourse, the Palais de Longchamps, and the Hôtel Dieu. The churches of La Major, St. Victor, Notre Dame des Accoules, and Notre Dame de Mont Carmel, are the more noteworthy, either for their history or architectural details. The General Post Office is in the Rue de Grignan, and the Telegraph Offices in the Place de la Préfecture. The leading hotels are the "Terminus Hôtel," the "Grand Hôtel du Louvre et de la Paix," the "Grand Hôtel de Marseille," the "Grand Hôtel de Noailles," and the "Hôtel Roubion" (reserve).

In connection with the maritime interests of Marseilles, the excellent steamers of the "Compagnie Générale Transatlantique" sail daily (Mondays excepted) for Algiers, thrice weekly for Tunis, twice for Oran, once for Malta, and once for Corsica. These services are available in connection with circular tours from Charing Cross through Algeria, Tunis, Spain, Italy, and Morocco. The boats of the "Florio and Rubattino Company" afford weekly communication with Genoa, Leghorn, Naples, Palermo, Venice, Trieste, and Constantinople; while those of "Marc Fraissinet and Company" run to many of the before-named ports, and others in the Mediterranean and the Black Sea. The "Peninsular and Oriental Company's" homeward bound steamers also call fortnightly at Marseilles.

Our course now skirts the shores of Southern France, not far from the famous Corniche Road. After leaving Marseilles, the "Riviera Express" usually speeds to TOULON, 41½ miles distant, an important military depôt, and also a naval dockyard of France. Hence a branch service diverging from the main line at La Pauline

leads to

HYÈRES.

Fares from London-1st, 152/-; 2nd, 114/-. Return-1st, 250/6; 2nd, 185/2.

853 miles from Charing Cross via Folkestone. The charming town of Hyères, which is known as one of the warmest and dryest stations

in the Riviera, occupies a sloping hillside facing southward in the region of the Costebelle pine forests, and is but three miles from the seashore. Here amidst pleasant gardens luxuriant with vegetation are grouped several pretty villas, boarding-houses, and hotels: while the surrounding roads and paths lead through an endless variety of entrancing scenery, ofttimes relieved by glimpses of the blue Mediterranean. The Boulevard du Casino and the Boulevard des Iles d'Or are delightful promenades, gay with palm-trees and oleanders; and an exquisite view may be enjoyed from the Place des Palmiers, which, with the Riquier, Denis, and Orient gardens, is much appreciated by those whose state of health debars them from taking longer and more fatiguing excursions. The General Post and Telegraph Office is in the Boulevard des Palmiers. The leading hotels are the "Hôtel des Iles d'Or," "Hôtel Continental," "Grand Hôtel d'Albion," "Hôtel des Palmiers," "Hôtel d'Hermitage," and the "Grand Hôtel de l'Orient."

Resuming the railway journey eastward, and passing several small stations seated amidst a district remarkable for its choice

woodland and marine views, we presently approach

CANNES,

Fares from London-1st, 161/6; 2nd, 121/6. Return-1st, 255/3; 2nd, 195/6.

915 miles from Charing Cross via Folkestone. Cannes, a delightful marine watering-place of picturesque Provence, on the shores of the Mediterranean, has been for many years an annual resort for large numbers of English and American visitors, who during the autumn and winter months turn southward, and take up their residence under the clear sky and amidst the ever-fair scenery of the Riviera. And, indeed, if Cannes is more remarkable for one feature than another of its winter life, this predominance of the Anglican element is truly characteristic of the favour with which it is regarded by the medical profession of England; for although but a town of some twenty thousand inhabitants, no fewer than four or five hundred villas are inhabited by English families, independently of those who stay at the numerous hotels and pensions. It will doubtless be remembered as a favourite spot with the late Lord Brougham, whose remains rest in the English cemetery. The town possesses an exceptionally-sheltered site overlooking a beautiful bay, across which far away seawards may be seen the white cliffs and snowcapped mountains of Corsica. Its pure, mild, and equable climate, absolutely free from undue humidity, constitute most favourable atmospherical conditions for sufferers from pulmonary complaints. Here for weeks and months together the invalid may dwell amidst almost perpetual sunshine; wander through gardens fragrant with NICE. 171

heliotrope, and along lovely glades of olives, oaks, and chestnuts; rest beneath the shade of the pine forests; or, repairing to the beach, enjoy such seaside pleasures as are afforded by bathing and boating. At La Croisette is the Jardin des Hespérides, famous for its orange and lemon groves, thousands of these trees being cultivated for their blossoms, much used in the manufacture of Eau de Cologne. A fine prospect is obtained from the La Croix des Gardes, reached by the Frejus Road; and lovers of mountaineering can test their powers by scaling the Esterel Hills. Cannes is well supplied with English churches and chapels. The General Post and Telegraph Office is in the Rue Bossu.

The leading hotels of Cannes are the "Grand Hôtel de Cannes,"
"Hôtel Belle Vue," "Grand Hôtel de la Californie," "Hôtel Beau
Séjour," "Hôtel Prince de Galles," "Hôtel Central and Bristol;"
"Grand Hôtel," Mont-Fleury; "Hôtel Beau Site," "Hôtel de
l'Esterel," "Hôtel Continental," "Hôtel des Pins," "Hôtel Richemont," "Hôtel Beau Lieu," "Hôtel Windsor," "Hôtel St. Charles,"
"Hôtel de Paradis," "Hôtel de la Terrasse," "Hôtel GrandeBrétagne," "Hôtel des Anglais," "Hôtel de Provence," "Hôtel de
France," "Hôtel Gray et d'Albion," "Hôtel du Pavillon," "Hôtel
de la Plage," "Hôtel Beau Rivage," "Hôtel Gounet de la Reine,"
"Hôtel du Louvre," "Hôtel Westminster," "Hôtel St. Victor,"
and the "Hôtel des Anges." At Grasse is the "Grand Hôtel."

The continuation of our railway journey leads by the spot where in 1815 Napoleon Bonaparte landed after his escape from Elba, a pause is sometimes made at the small fortified seaport of *Antibes*, where is the "Hôtel du Cap," and half an hour later the train reaches

NICE.

Fares from London-1st, 100/9; 2nd, 125/6. Return-1st, 260/-; 2nd, 199/-.

934 miles from Charing Cross via Folkestone. The handsome city of Nice, the birthplace of Massena and Garibaldi, contains some sixty thousand inhabitants, and may well be considered the metropolis of the Riviera. It has long been patronised by the wealthier Parisians, who here find many of the gaieties of the French capital, much congenial society, and all the incidental charms of a seaside home, a southern climate, and a sunny sky. Its atmosphere, although in many respects resembling that of Cannes, is decidedly more invigorating, and therefore scarcely so well adapted for certain cases of chest disease. The extensive sea-front and grand ocean outlook are features of unfailing interest. In the immediate vicinity is much attractive scenery, including the softer characteristics of the Magnan Valley, or the bolder outlines and wider views of such uplands as Mont Chauve. The Grotto of St. André and the ancient



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Roman remains of Cirniez may well be seen by the visitor. The principal thoroughfares of Nice are the Boulevard du Midi and the Promenade des Anglais; the latter, lined with splendid villas and well-grown palms, is during the season thronged with brilliant equipages and countless pedestrians. A delightful Public Garden, a Natural History Museum, a Library of 50,000 volumes, the Cathedral of Notre Dame, and other French and English churches, are amongst the leading public buildings. The General Post and Telegraph Office is in the Place Grimaldi.

The leading hotels of Nice are the "Grand Hôtel des Iles Bottanique," "Hôtel d'Angleterre," "Hôtel des Anglais," "Hôtel de la Méditerranée," "Kraft's Hôtel Nice," "Hôtel de la Grande-Brétagne," "Hôtel de France," "Hôtel Cosmopolitan," "Hôtel de la Paix," "Hôtel de Luxembourg," "Grand Hôtel," "Hôtel de Paradis," "Hôtel Westminster," "Hôtel Splendide," "Hôtel du Louvre," "Hôtel Cirniez," "Hôtel Jullien," "Hôtel Hollande," and

the "Hôtel West End."

Again do we join the railway, and are soon whirled by a few wayside stations to Monaco and Monte Carlo, the former occupying a boldly-jutting rock strongly fortified, and hearing the stately palace where dwells Prince Grimaldi, the ruler of this miniature territory on the borders of France; while the latter, a veritable gem of Nature enhanced by elaborate art, has earned an unenviable European fame for the Casino and its gambling-tables, that have brought ruin and dishonour to many a hearth and home. At Monaco is the "Hôtel des Bains;" and at Monte Carlo are the "Grand Hôtel et Continental," "Hôtel de Paris," "Hôtel des Anglais," "Hôtel Victoria," "Hôtel Beau Rivage," and the "Hôtel de Londres." In less than fifteen minutes more we may alight at

MENTONE,

Fares from London-1st, 167/-; 2nd, 125/6. Return-1st, 263/6; 2nd, 201/6.

949 miles from Charing Cross via Folkestone. To adequately portray the matchless beauties of Mentone, the crowning glory of the exquisite Riviera, would demand the greatest gifts of pen and pencil; and could these be employed, they would fall all too short of the reality. Towering green-clad mountains, across whose slopes the "chestant green and olive grey chequer the steep and winding way;" shady groves of oranges and lemons, plantations of olives, and gardens of figs; pleasant spots by the sea-shore, and choice nooks on the terraced heights; beneath, a grassy carpet bespangled with bright blossoms so treasured in English gardens—complete a picture probably unsurpassed for its charming contour and pleasing contrasts of glittering lights, softening shades, and neutral tints on land and



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sea—all alike lit by the pure clear atmosphere of an Italian sky. Beyond all stretches in calm majesty the grand Mediterranean highway of the ages, which has been meetly described as "always rich in new forms of beauty—now lying dark, sluggish, and peaceful beneath a blazing sun; now broken into ripples by the crisping winds, the 'multitudinous smile' of Æschylus; now lashed into fury by the south wind, and beating in spray and foam against the rocks; now burnished with a thousand colours by the setting sun; now watched over by a heaven as blue as itself, set with myriads of stars."

Mentone may be said to be built on the shores of a double bay, sheltered northwards by the mountain ranges of the Maritime Alps, that here attain elevations of over four thousand feet, such summits as the Aiguille and Mont Berceau affording magnificent prospects. The little town, which contains some twelve thousand inhabitants, is not only grouped by the sea, but its graceful villas and comfortable hotels are dotted over the hillsides, each dwelling commanding its own peculiar vantage-point of view. Amongst the more interesting buildings are the various churches, and the Château des Rosiers, where in 1882 resided her Majesty the Queen. Within the limits of walking and driving excursions are such choice bits of scenery as the Vallée de Mentone, the Vallée Cabrole, and the Vallée Gorbio; the heights of St. Agnese; the villages of Roquebrune and Sospello; Cap Martin, Monti, and the wild ravine of St. Louis.

The leading hotels of Mentone are the "Hôtel Splendide," "Hôtel des Iles Britanniques," "Hôtel National," "Hôtel Alexandra," "Hôtel Westminster," "Hôtel des Anglais," and "Hôtel d'Italie."

After quitting Mentone the "Paris, Lyons, and Mediterranean Express" runs on to its terminus at Ventimiglia, a fortress and Customs station on the Italian frontier. From this point the journey can be continued coastward by the "Mediterranean Railway" of Italy, which, via Bordighera, the charming Italian health resort of San Remo, and other wayside stations, including Oneglia,

Albenga, Savona, and Voltri, communicates with GENOA.

Our next journey takes us back to the Gare de Lyon, in the Boulevard Diderot at Paris, from whence the "Italian Express" runs via Dijon to Maçon, the point of divergence eastward for Turin, Milan, and Venice; to Bologna and Brindisi; and to Florence, Rome, and Naples. After passing Maçon, the train probably pauses at Bourg, Ambérieu, and Virieu-le-Grand, ere it reaches Culoz, the junction for the main line to Geneva. Still running in a south-easterly direction, another half-hour brings us to AIX-LES-BAINS, a well-known watering-place, greatly frequented by English invalids, who come here to derive benefit from the thermal sulphur

springs, which are situated amidst some of the best scenery of Savoy. The leading hotels are the "Grand Hôtel de l'Europe," "Hôtel Splendide," "Grand Hôtel d'Aix," and the "Hôtel Beau Site." Six miles further is Chambery, after which we pass several little stations before coming to Modane, where all luggage is examined by the officers of the Italian Customs. Ascending to the Mont Cenis Tunnel, we presently reach its entrance, then speed through the marvellously-constructed rocky subway that for some eight miles pierces the Alps, emerge, to continue, our journey across Northern Italy, and, after traversing the Valley of Dora, to reach

TURIN,

Fares from London-1st, 139/6; 2nd, 104/6. Return-1st, 230/3; 2nd, 171/3.

746 miles from Charing Cross via Folkestone. The ancient capital of Piedmont, founded on a wide plain through which flows the Po, is noteworthy for its spacious thoroughfares, handsome palaces, and other works of architectural beauty. In the Piazzo Reale is the Royal Palace, a seventeenth-century building, containing a valuable collection of armour and several curiosities, which, with the elaborate furniture, pictures, and decorations, can usually be inspected by visitors. The Academy of Arts and Sciences comprises several rooms of paintings, an extensive series of antiquities, and a natural history museum. Other picture galleries are to be found in various parts of the city; and amongst the churches deserving attention is the Cathedral of St. John the Baptist. The principal commercial centres are the Via del Po and the Piazza Castello, in the latter of which is the Telegraph Office. The General Post Office is in the Piazza Carlo Alberto. The leading hotel is the "Hôtel Gambetta."

From Turin the railway sends out two extensions—the northern leading to Milan, Verona, and Venice; and the southern tending towards Alessandria. Here the lines have several ramifications, the more important being those to Milan and Venice; to Bologna, for Florence or Brindisi; and the southerly main route to

GENOA,

Fares from London-1st, 162/-; 2nd, 119/-.

850 miles from Charing Cross via Folkestone. The splendid city of Genoa, containing some two hundred thousand inhabitants, may, for the beauty of its situation, its extensive harbour, and its immense and growing commerce, certainly claim to be ranked among the principal scaports of Europe; while its world-famed

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manufactures of rich velvets, and the production of exquisite filigree work, have earned for it a high mercantile reputation throughout the Continent. Few spots, even in the South, can rival the beauty of the tree-lined terraces thickly studded with palaces and villas, their handsome marble elevations looking out from the green recesses of charming gardens over the wide blue waters that lave the Gulf of Genoa. Probably the most picturesque idea of the city is to be gained from the deck of a vessel approaching its superb port: but a more easily-attained, and certainly a more comprehensive, view can be obtained from the summit of the lighthouse that, rising to a height of nearly five hundred feet, commands the entire area of Genoa, its massive fortifications, and its wide bay instinct with life and motion. The principal streets of this city of palaces and pictures (many of which are, on payment of a small fee, accessible to visitors) are the thoroughfares known as Nuova, Nuovissima, and Balbi, and in one or another of these are the Palazzo Spinola, a relic of the stately homes once abundant in mediæval Genoa: while the Palazzo Balbi, the Palazzo Bianco, the Palazzo Doria, the Palazzo Marcello Durazzo, the Palazzo del Municipio, the Palazzo Pallavicini, the Palazzo Reale, and the Palazzo Risso, are striking examples of its more recent grandeur. In the Piazza Carlo Felice is the Academy of Fine Arts, containing a valuable library; in Via Balbi is the spacious University; and these, with San Lorenzo Cathedral, the churches, the Custom House, and Borsa, are the principal public buildings. The General Post Office is in the Galleria Mazzini, and the Telegraph Office at the Palazzo Ducale. The leading hotels are the "Grand Hôtel Isotta," and the "Grand Hôtel de Paris." The steamers of the "Florio and Rubattino Company" sail from Genoa to India, Ceylon, Singapore, China, Batavia, North America, Brazil, and River Plate. As before mentioned, Genoa possesses the advantage of direct railway communication with Marseilles, via the Western Riviera.

Again do we take up our baggage and speed onwards to those crowning glories of Italian art and history which are treasured in the churches, galleries, and palaces of Florence, Rome, and Naples. Although en route southward the express passes many a station that may be surrounded by scenes of beauty, we have but space to briefly epitomise a few of the spots at which the train stays, and one of the first that thus claims our attention is Spezia, which with the fortifications and harbour of a naval seaport and national dockyard combines all the attractions of a delightful winter watering-place, having a mild climate and every facility for sea-bathing. It was for some time a residence of the poet Shelley. Little more than ninety minutes later we reach the world-renowned PISA, the birthplace of Galileo, with its wonderful Leaning Tower, or Campanile, having

a height of 180 feet; its Cathedral, adorned with every description of white and variegated marbles; the Marble Baptistery; and the Campo Santo. In 1822 Byron resided here. On the right of the main route is a branch to Leghorn, an important scaport of about one hundred thousand inhabitants, on the shores of the Mediterranean. A continuation of this line also bears away to the left, and at 49 miles from Pisa reaches

FLORENCE,

Pares from London via Pisa — 1st, 180/6; 2nd, 133/-. " via Bologna — ", 186/-; ", 137/6.

1,001 miles from Charing Cross via Folkestone. In the vine-clad mountain-girt valley of the Arno the traveller finds the lovely city of Florence, surrounded by scenery of luxuriant beauty, rendering it when viewed from the heights of San Miniato, the hill of Bellosguardo, or the mountain site of Fiesole, a charming picture in a no less charming setting. Beautiful as are the clustering palaces and churches that are here encircled by masses of greenery and pleasant gardens, and send up their domes, towers, or spires against the clear blue Italian sky, Florence, perhaps more than any other city save Rome or Athens, possesses an inexhaustible wealth of attraction in the proud memories of her once powerful Republic, or her later glories connected with the long ducal rule of the Medicis. Then, again, was it not the chosen home of the immortal Dante, the gifted Michael Angelo, the persevering Galileo, the astute Machiavelli, the impetuous Benvenuto Cellini, the bold Girolamo Savonarola, and the imperious Lorenzo de Medicis-all Florentines, who right worthily have made their native city famous all the world over, and have left undying records that still bring countless pilgrims to its richly-stored haunts of ancient and modern art? Chief among such treasuries is the incomparable Uffizi Gallery. where amidst every surrounding splendour we may behold a matchless panorama of the Tuscan school, from those early days when Giotto made his first rude outlines in the sand and was joined by Cimabue, down to the later productions of its modern artists, the entire collection of paintings comprising about thirteen hundred subjects, including a valuable and interesting series known as the portraits of the painters. In addition to these are some eighty thousand medals, twenty-eight thousand designs, and four thousand cameos. The gems of the sculptures are exhibited in an octagonal apartment termed the Tribune, where may be seen the celebrated "Venus de Medicis." "The Dancing Faun." "The Apollino." "The Wrestlers," and "The Grinder; " while around on the walls are the choicest productions due to the talents of Raphael, Michael Angelo. Titian, Correggio, Paul Veronese, Leonardo da Vinci, and Guido.

By a curious and long passage the Uffizi Galleries communicate with the Ponte Vecchio, a quaint bridge lined by goldsmiths' and jewellers' shops, and thence across the river connect with the Pitti Palace, where again we meet with crowds of valuable canvases, including numerous examples by Raphael and Titian.

The principal meeting-place of the Florentines is the spacious Piazza della Signoria, and this, with the Via Tornabuoni and the Via Calzajiroli, are also the leading thoroughfares of commerce, as the Lung Arno is a favourite riverside promenade; but the chosen resorts rank and fashion par excellence are the entrancing Boboli Gardens and the Cascine. delightful park raced with shady venues and extending for a length of some -: les. In the city

posing Cathemounted by less dome of i, of such beauty as Michael

FLORENCE, FROM SAN MINIATO.

Angelo a desire but to approach it in his great work at St. Peter's, Rome. Amongst other buildings of interest are the Campanile of Giotto, another composition of unique design; the Baptistery of St. John, once the principal church of Florence, and still renowned for its wonderful bronze gates illustrating scenes from the Old Testament, the handiwork of Lorenzo Ghiberti, who spent some forty years in their construction; the Palazzio Vecchio. the stately thirteenth-century home of the Signiorial Grand Dukes; the Loggia dei Lanzi, containing the celebrated bronze casting of "Perseus" by Benvenuto Cellini; and the splendid Sante Croce. crowded with memorials of the illustrious dead. Lastly, we should not forget the University; nor the valuable National, Marucelliana, and Laurentian libraries, richly stored with ancient missals, manuscripts, art-works, and modern books. In the Protestant cemetery may be found the foliage-mantled memorials of many a name familiar to English ears, including those of Mrs. Elizabeth Barrett Browning and Walter Savage Landor. The General Post Office is at the Uffizi Palace, and the Telegraph Office in the Via del Proconsolo. The "Anglo-American" is one of the lead-

ing hotels.

Ere passing from Florence we should, perhaps, remark that the traveller from Turin can reach the fine city by four alternative routes—the first, via Genoa and Pisa, has already been described: the second is via Alessandria, Piacenza, and Bologna; the third permits the tourist to travel via Milan to Bologna; and the fourth or supplementary route, although involving a considerablyextended journey, includes in its pleasant detour Milan, Verona, Padua, and VENICE; after which a short return trip to Padua allows a connection to be made with the line that via Rovigo. Ferrara, BOLOGNA, and Pistoja, proceeds to FLORENCE. Two other favourite and direct routes from London via the "South Eastern Railway" are those which emanate from Boulogne and Brusselsthe former, by way of Amiens, Tergnier, Laon, Chalons, and Belfort, reaching BALE; while the latter approaches the same point via Luxembourg, Metz, Strasburg, and the Rhine Valley. Hence the tourist may avail himself of the new express service from Bale via the St. Gothard Tunnel and the Italian Lake district to MILAN. from which city he may quickly reach Florence by any of the trains that travel via Bologna. From Florence southward two main routes present themselves—the one involving a return to Pisa, where we may again join the express from Turin, which partially skirts the Mediterranean coast via Cecina, Grosseto, and Civita Vecchia; while the other and more direct course is to proceed through central Italy, passing Arezzo, Terontola, Chiusi, Orvieto, and Orte, en route to

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ROME.

Farcs	from	London	via Mont Cenis and Genoa	-1st, 205/6; 2nd, 151/-,
10	11	100	via Mont Cenis and Bolovna	-1st, 217/6; 2ud, 150/6.
111	**	10	via Boulogne and St. Gothard	-1st, 215/-; 2nd, 155/
10.1	191	**	via Brussels and St. Gothard	-lat, 214/6; 2nd, 155/6.
24	11	- 10	via Ostend and Brussels	-1st, 203/6; 2nd, 148/
			pia Puris, Marseilles, and the Riv	MATS-181 938/-

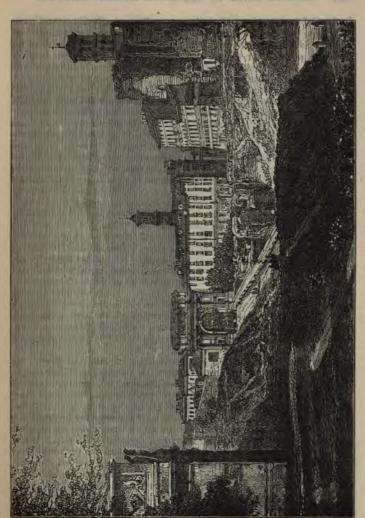
1,160 miles from Charing Cross via Folkestone and the Mont Cenis Tunnel, 1,191 via the St. Gothard Tunnel, and 1,359 via Marseilles and the Riviera. More than twenty-six centuries have rolled by since the foundation of the "Eternal City" of the "Seven Hills," which during long succeeding ages, as republican, imperial, or pontifical Rome, has invariably associated itself with the fortunes of Europe. In the wide tract of the Italian Campagna, bordered by the Apennine mountains and the Sabine hills, and watered by the lordly Tiber, are grouped the stately ruins and time-honoured remains which mark the vast city of the Cæsars; while by their side, in strange but picturesque contrast, crowd the wonderful assemblage of churches, palaces, villas, and gardens, that tell of its mediæval grandeur, and also speak of its yet brightening prospects as the old but ever-new capital of united Italy, owning a population exceeding 300,000 inhabitants.

Encircling Rome is the massive wall erected by Aurelian, having a circumference of fifteen miles, and originally possessing twenty gates, of which but twelve are now in use. Within this widelydiversified area are to be found the clustered stories of centuries; their varying records of peace, war, and religion, being portraved on buildings, in sculptures, or on canvas, and telling in these imperishable characters of the emperors, the senators, the pontiffs, the priests, the warriors, and the gladiators of days gone by. As in Florence, we cannot do better than gain an early and comprehensive view of the city; and therefore, with as abundant a promise of reward, may repair to the heights of Janiculum, the terraced gardens of the Pincian Hill, the slopes of the Corsini Palace, or the lofty tower of the Capitol, from whence Rome, that finds the summit of its splendour in the Vatican, and the depths of its misery in the Ghetto, lies spread as a map beneath our feet. Hence, too, we may trace the "Seven Hills" of ancient Rome, that were comprised within the original wall of Servius Tullius-viz., "The Palatine, crowned with the ruins of the Palace of the Cæsars; the Aventine. with the Church of Santa Sabina and two others; the Capitoline, with the towers of the Ara Cœli; the Cœlian, with the Church of St. John Lateran; the Esquiline, with the Church of Santa Maria Maggiore: the Quirinal, crowned with the Palace of the King; and the Viminal, lying between the Quirinal and the Esquiline."

Probably the first destination for a visitor will be to the Piazza del Popolo, a handsome open space bordered by elegant fountains, and in immediate proximity to the Pincian Gardens, the beautiful outdoor resort of fashionable Rome. In the centre of the square stands a red-granite obelisk from Heliopolis, raised into its present position some three centuries ago by Sixtus V. Close by is the splendidly-decorated church of Santa Maria del Popolo, containing the work of Raphael in the threefold character of architect, sculptor. and painter. From the piazza extend three principal thoroughfares-that to the right, the Via di Ripetta, leading towards the Castle of St. Angelo, St. Peter's, and the Vatican; the road bearing away to the left, the Via del Babuini, rans to the Quirinal Palace, built by Gregory XIII., and now the residence of the King of Italy. The central avenue, the Via del Corso, the principal street in the city, and nearly a mile in length, is well lined with good shops and balconied dwellings, and follows the route of the old Flaminian Way towards some smaller streets communicating with the Forum, which stands between ancient Rome in its splendid ruin and modern Rome that spreads over the old Campius Martins.

On the summit of the Capitoline Hill, near the Church of the Ara Cœli, is the Piazza del Campidoglio, where is the magnificent bronze equestrian statue of Marcus Aurelius, that once stood in the Forum. Near this on the one side is the Palace of the Senators, and on another the Capitoline Museum of Sculpture, where are such famous studies as the "Dying Gladiator," the "Boy Extracting a Thorn from his Foot," the "Venus" of the Capitol, the "Antinous" of the Capitol, the "Wolf," and the "Faun" of Praxiteles. Opposite this is the Palace of the Conservatoire, containing a gallery of pictures, and eight saloons filled with busts of eminent Italians. Beneath the Capitol is the sadly-to-be-remembered Mamertine Prison; and not far distant the Tarpeian Rock, a fatal spot for many traitors and other offenders against the laws of Rome.

From the Capitol we may appropriately pass onward to the relies of ancient Rome that now crowd around us; and these have thus been well summarised:—"Before you is the Palatine, where Romulus stood; beneath you are the Cyclopean walls and the rock-hewn dungeen of one of the villages out of which the Empire sprang. On yonder hills Hannibal encamped. Through those gates marched the legions which conquered the world. There runs the Via Sacra, along which the victorious generals passed in triumph. The Forum, in which crowds hung upon the eloquence of Cicero, and the spot where Cæsar fell pierced with wounds, is before us. There stretches the Appian Way, trodden by the feet of a prisoner from Jerusalem, who was to win for his Master a nobler victory, and for himself a more imperishable crown, than Romans ever knew. That vast pile



ENTRANCE TO THE FORUM BY THE SACRED WAY,

is the Colosseum, where Christians were flung to the lions, and gave their blood to be the seed of the Church. The Campagna around us is hollowed into catacombs, in which they laid down their dead to rest in peace. There stands the arch where Titus passed, bearing the spoils of the Temple. Baths, temples, palaces, basilicas, attest the splendour of the Empire, and mark its decline and ruin."

Space and time alike would fail us were we to tell but a tithe of the classical treasures or relics of antiquity that are spread over the hills and plain before us, and within the wide-reaching walls of Aurelian; therefore let us briefly mention a few of the more noteworthy, and pass onward. Here in the stupendous walls of the Colosseum we have the magnum opus of Titus, who is reputed to have employed 30,000 Jewish prisoners on its construction, the vast pile in its entirety covering six acres, and its three tiers of seats accommodating 87,000 persons. Not far distant, on the Palatine Hill, whence Romulus witnessed his successful flight of birds, stand the stupendous remains of what was once the stately palace of the Cæsars. Then let us recall the Circus Maximus; the once splendid baths of Diocletian, of Titus, and of Caracalla; the Column of Trajan; the massive arches of Constantine, Titus, and Septimius; the shattered but gigantic temples of Concord, Fortune, Saturn, and Hercules; also that attributed to Vespasian; the Cloaca Maxima; the interesting tombs of Cecilia Metella and of the Scipios; and the wonderful Aqueducts. Finally, we must remember the majestic Castle of St. Angelo, that vast mausoleum of the Emperor Hadrian; and the imposing Pantheon, the only perfect relic of old Rome, now the Church of S. Maria Rotondo, where rest the remains of the artists Raphael. Zucchero, Annibale Caracci, and Peruzzi: also of Italy's first king. her beloved Victor Emmanuel. The Church of S. Maria del Sole was originally the Temple of Vesta.

Ere leaving the site and surroundings of ancient Rome, we should certainly visit the magnificent Basilica of S. Giovanni in Laterano, or St. John Lateran, the cathedral and parent-church of the Papacy, where each Pontiff is formally installed and crowned as the head of the Roman Catholic Hierarchy—not only in Rome, but throughout the world—where each Ascension Day he from the baleony bestows his pontifical blessing on the assembled multitudes, and where were held the five historical Lateran Councils. While the entire surroundings are of the greatest splendour, probably their summit is attained in the gorgeous Corsini Chapel, erected at a cost of £400,000, and possessing a high altar that is as resplendent in its marbles, bronzes, and gems, as it is remarkable for its relics. In the neighbourhood is the celebrated Pilate's Staircase, better known as the Scala Sancta, removed from Jerusalem by the Empress Helena, and ever renowned in the minds of Protestants as the spot which

was being ascended by Martin Luther-in the same manner as all devotees then did and still do-on his knees, when the words "the just shall live by faith "flashed across his memory with the force of a fresh



revelation, causing him to start to his feet, and to descend the steps with a mind convinced of his responsibility to cast aside the trammels of superstition. Adjoining the Lateran Church is the former palace of the Popes, during the thousand years that preceded their

removal to the Vatican. Its fine apartments and noble halls are now devoted to an invaluable collection of Christian antiquities, statuary, monumental remains, and inscriptions, many of these having been brought from the catacombs; while the picture gallery contains numerous copies of pictures, frescoes, and mosaics. Within



THE ARCH OF TITUS, ROME.

the capital are also the basilicas of Santa Maria Maggiore and Santa Croce in Gerusalemme, the latter having in its Chapel of St. Helena several remarkable relics; while without the walls is the wonderful Basilica of St. Paul, a veritable marvel of modern ecclesiastical art in marbles, mosaics, alabaster, malachite, lapislazuli, and every costly material. The basilicas of St. Lawrence and St. Sebastian are also in the same neighbourhood.

Not only in figure, but in fact, does the imposing Basilica of St.

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Peter's tower as a giant above its fellows in Rome or Enrope, the massive dome as seen with the old Bridge of St. Angelo in the foreground forming an impressive and never-to-be-forgotten monument of architectural grandeur. The immense pile is approached from the Piazza di S. Pietro, which is partially encircled by two



ST. PETER'S, FROM THE BRIDGE OF ST. ANGELO.

handsome colonnades of Doric columns surmounted by statues and respectively terminating at the Basilica and the Vatican. In the centre of the piazza, which is paved with lava intersected by marble walks, stands an Egyptian obelisk, formerly erected within the Circus of Nero, and on either side are graceful fountains. Immediately in front of the cathedral is a wide open space, from which a flight of marble steps, flanked by statues of St. Peter and St. Paul, afford access to the principal entrance.

St. Peter's occupies the site where once stood the Circus of Nero, that witnessed many martyrdoms of the early Christians, and was subsequently covered with a basilica raised by Constantine. During the fifteenth century Nicholas V. conceived the idea of the present edifice, of which the foundation-stone was laid in 1506 by Julius II. For one hundred and seventy-six years the huge work was carried on, during which period twenty-eight Popes had passed away, and fifteen architects had been employed, of whom the more famous were Bramante, Raphael, and Michael Angelo, to whom is due the glorious and world-renowned dome. While the great structure was itself completed within the time named, the erection of colonnades and sacristy extended the total time of building to three hundred and thirty-four years, some eight acres having been covered with the great church, which involved the expenditure of more than £10,000,000. The building is in the form of a Latin cross, the interior having a total length of 619 feet; the transepts extending a distance of 444 feet; while the principal façade, 372 feet in width and 154 feet in height, is surmounted by colossal statues of our Lord and His Apostles. Within the vast edifice, which by degrees affords us an idea of its enormous proportions, the more noteworthy feature is the marvellous cupola that overshadows the high altar, where eighty-nine lamps are perpetually burning, and beneath which tradition places the remains of St. Peter. Here, too, in the tribune, is the chair of St. Peter; and during an inspection of the basilica we may remember that it contains forty-six altars and nearly four hundred statues, whilst underneath its roof one hundred and thirty-two Popes have found their last resting-place. Amongst the imposing services that are annually held at St. Peter's, the celebration of high mass at Easter, Christmas, and the Festivals of St. Peter and St. Paul, and the blessing of the palms on Palm Sunday, are probably some of the grandest ceremonials of Roman Catholicism.

Rome not only claims the largest church, but the largest palace in the world, both these unique examples of ecclesiastical and domestic grandeur being, singularly enough, found in close proximity. It would need a volume to adequately describe the construction and contents of so vast a building as the Vatican, which for centuries has accumulated to itself the choicest treasures of the Continent. The palatial structure has a frontage of nearly twelve hundred feet, and comprises within its area twenty courts, numerous flights of stairs, and more than four thousand four hundred apartments. Its more noteworthy features are the Great Hall; the Scala Regia, an elaborate staircase designed by Bernini; and far beyond these, or indeed any similar building in existence, is the exquisite Sixtine Chapel, a lofty and richly-decreated structure erected in 1473 for

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Sixtus IV., lavishly embellished with ancient frescoes of untold value, depicting incidents in the lives of Christ and Moses. The chief artistic merits of the building are, however, the magnificent ceiling, painted by Michael Angelo at the age of forty years, and illustrating the "Preparation of the World for the Advent of Christ." Another great example of the same master is his fresco of "The Last Judgment," which occupied seven years in its execution,

and is probably one of his last works.

The sculpture galleries of the Vatican have for centuries attracted the attention of Europe, containing as they do about eighteen hundred examples from the chisels of the greatest antique and mediæval masters. Here will be found such renowned subjects as the "Apollo Belvidere," the "Mercury Belvidere," the "Boxers," the "Laocoon," the "Sleeping Ariadne," the "Laughing Faun," and the "Discobolus." One of the finest works of Michael Angelo is his statue of "Moses." In the Museo Chiaramonti, where are more than seven hundred marble sculptures, we may find the "Young

Augustus" and the "Niobid."

Passing into the picture galleries, we should note the "Transfiguration," a truly wonderful conception of Raphael, which was carried in state at the funeral of the great painter; the "Madonna da Foligno," another production of the same artist; and the "Communion of St. Jerome," a remarkable work by Domenichino -but types of many other priceless gems of canvas that grace the palace of the Popes. Neither should we forget the celebrated Stanze and also the Loggie of Raphael, the former being a series of rooms decorated with his frescoes, and the latter containing works executed by his pupils, but completed according to his designs and under his direction. Our next visit will doubtless be made to the world-famed Vatican Library, where amidst some 24,000 manuscripts is the Vatican Codex; a Greek Bible of the third or fourth century; about fifty thousand volumes; and many other curiosities and treasures of literature and art. The Egyptian Museum, the Etruscan Museum, and the collections of Christian Antiquities, are also of considerable historical interest.

Setting aside the wonders of imperial and ecclesiastical Rome, we should still have a marvellous and almost inexhaustible store of art-treasures, both in paintings and sculptures, were we to explore the galleries of the beautiful palaces that stand amidst exquisite gardens, where Nature's beauties in umbrageous trees, leafy groves, verdant lawns, gay parternes of flowers, graceful fountains, and exquisite statuary, afford a delightful preface to the works of art within. Amongst those of the greater celebrity are the handsome Palazzo Pamphili-Doria, with its picture galleries containing some eight hundred paintings; the Palazzo Borghese, famous for

THE PALAZZO PAMPHILI-DORIA, ROME.

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its costly and numerous sculptures, and a noted canvas by Titian; the Palazzo Corsini; the Palazzo Rospigliosi, where may be seen the frescoed ceiling by Guido, depicting "Aurora;" the Palazzo Farnesina, renowned for Raphael's frescoes of Cupid and Psyche; the Palazzo Barberini, in which are hung portraits by Guido and Raphael; the Palazzo Spada; and the Palazzo della Cancelleria. The Massimi, Pamphili, Torlonia, Albani, and Wolkonski villas likewise possess special attractions. In the Academy of St. Luke are the "Puck" of

Raphael and the "Fortune" of Guido Reni.

Amongst other buildings and institutions of world-wide interest are the Collegio della Sapienza, or University of Rome, founded in the thirteenth century; the Collegia di Propaganda Fide, where is Cardinal Borgio's museum; the Palazzo Modama or Senate House; and the Monte Citoria, the House of Deputies. The General Post and Telegraph Office is in the Piazza S. Silvestro. Amongst the leading hotels are the "Hôtel Anglo-Americano," "Hôtel d'Angleterre," "Bristol Hotel," "Capitol Hôtel," "Continental Hôtel," "Hôtel de l'Europe," "Hôtel de Londra," "Hôtel Royal Mazzeri," "Hôtel Molaro," "Hôtel de la Poste," "Hôtel du Quirinal," "Grand Hôtel de Rome," "Grand Hôtel de Russie et des Iles Britanniques," and the "Hôtel Victoria."

Again we start on our southern journey, and leaving Rome by an express service pause en route at Velletri, Ceprano, Roccasecca, Casino, Caranello, Capua, Caserta, Cancello, and other stations.

ere after a journey of less than six hours we arrive at

NAPLES.

Fares from London-via the Mont Cenis Tunnel —1st, 231/6; 2nd, 169/-

1,322 miles from Charing Cross via Folkestone and Mont Cenis, and 1,353 via St. Gothard. The city of Naples, once a Grecian colony, and later associated with the memories of Cicero and Virgil, possesses a unique and hilly situation on the shores of a charming bay, where the pellucid ocean, luxuriant vegetation, and balmy air, confer all those charms of scenery and atmosphere for which southern Italy is so well known. Here are two cathedrals of Gothic design, nearly three hundred churches, and several public buildings. The Museo Nazionale comprises a most interesting collection of antiquities, and is especially noteworthy for the extensive series of objects recovered from Pompeii and Herculaneum, including eighteen thousand specimens arranged so as to illustrate the manners and customs of the people who lived in bygone ages. In the sculpture saloons are the "Venus of Capua," the "Torso of Bacchus," the "Farnese Hercules," the "Farnese Gladiator," and the "Farnese Bull;" also the "Antonius," the "Narcissus," and



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the "Sitting Mercury." Amongst the numerous pictures in the gallery are the "La Zingarella" by Correggio, and the "Picta" by Annibale Caracci. The Aquarium, on the seashore, is stored with a variety of marine curiosities. The General Post and Tele-

graph Office is in the Palazzo Gravina, Strada Monteoliveto.

But far beyond all other matters of interest associated with Naples is its vicinity to Mount Vesuvius, whose conical peak forms the most striking object in the range of hills viewed from the A short railway excursion leads the tourist to the base of the mountain, ascended by a specially-adapted railway which, in a few minutes, brings travellers within easy distance of the summit. Another never-to-be-forgotten excursion is to the ruins of Pompeii and Herculaneum, those buried cities of two thousand years ago, the excavations showing in all their startling reality the sudden and awful suspension of their existence caused by that terrible volcanic eruption of a few hours. Amongst the more striking remains are the ruins of the Forum; the temples to Jupiter, Venus, Mercury, Isis, and Augustus; the Street of Tombs; the houses where the buyers and sellers of old carried on their avocations; and the travel-marked roads of the past—all so graphically portrayed in that able fiction, "The Last Days of Pompeii." The leading hotels of Naples are the "Hôtel Bristol," "Hôtel des Etrangers," "Hôtel de Genève,"
"Grand Hôtel," "Grande-Brétagne Hôtel," "Métropole Hôtel," "Hôtel Nobile,"- "Hôtel Royal," "Russie Hôtel," "Hôtel de Rome," "Hôtel Victoria," and "Washington Hôtel."

Returning to Turin we will now note an alternative route to Florence and Rome, which is also traversed by the "Indian Mail Express" that travels via Alessandria, Piacenza, and Modena, to

BOLOGNA.

Fares from London via Mont Cenis —1st, 173/-; 2nd, 128/-, via St. Gothard—1st, 172/-; 2nd, 127/6.

955 miles from Charing Cross via Folkestone and Mont Cenis. The ancient and pleasant city of Bologna is on the main line of the "Adriatic Railway," possesses direct communication with Venice and Trieste, and also with Florence and Rome. It is principally remarkable for numerous fine churches, of which the more striking are the handsome Cathedral dedicated to St. Peter, and the Church of the Madonna di S. Luca; also St. Giacomo Maggiore, and St. Dominico, where are some valuable paintings. Bologna is likewise noteworthy for its curious Leaning Towers; and the Academia delle Belle-Arti, containing fine examples from the first Bolognese masters, the "St. Cecilia" of Raphael, and several paintings by Guido and Carracci. In the Archiginnasio is a most valuable and

rare collection of Etruscan antiquities; and at the old University are a library, numerous manuscripts, and a museum. Hotels—"Aquila Nera Hôtel," "Hôtel de l'Europe," "Grand Hôtel Brun," "Grand Hôtel d'Italie," "Hôtel Pellegrino," and the "Tre Ne Hôtel."

The "Indian Mail" which leaves the Cannon Street station of the "South Eastern Railway" every Friday at 8.40, travels via Dover, Calais, Paris, the Mont Cenis Tunnel, and Turin, to Bologna. It then runs towards the coast at Rimini, and speeding away skirts the shores of the Adriatic, only pausing at Ancona, Castellane, and Bari, ere on Sunday at 1.15 a.m. it reaches

BRINDISI.

Fares from London via Mont Cenis —1st, 248/6; 2nd, 181/-,
" via St. Gothard—1st, 245/6; 2nd, 177/6.
"Extra fare by Sleeping-Car from Calais, 89/8.

472½ miles from Bologna, and 1,450 from London via Calais, the entire journey having been completed in about fifty hours. At Brindisi, an old Roman town abounding in antiquities, but perhaps best remembered for the death of Virgil in B.C. 19, is excellent accommodation for the magnificent mail-steamers belonging to the "Peninsular and Oriental Steam Navigation Company," which call here on their voyages to and from Egypt, India, Ceylon, Penang, Singapore, China, Japan, and Australia, via the Suez Canal. These splendid vessels sail weekly on Monday for Port Saïd, Aden, and Bombay; and a fortnightly service also proceeds to Ceylon, Madras, Calcutta, Penang, Singapore, China, and Australia. There are also fortnightly sailings for Alexandria and Venice, either port being reached within three days. The offices of the "Peninsular and Oriental Steam Navigation Company" are at the Palazzo Montenegro.

The leading hotels are the "Hôtel d'Angleterre," "Hôtel de

l'Europe," "Grand Hôtel," and the "Hôtel Oriental."

Again do we repair to Turin, in order to show the direct connection existing with the expresses that come here from Paris via the Mont Cenis Tunnel and those that proceed in a north-westerly course, passing Chivasso, Santhia, Vercelli, and Novara, en route to

MILAN.

Fares from London via Mont Cenis or via St. Gothard— 1st. 148/6; 2nd, 109/6. Return—1st. 230/3; 2nd, 171/3. Extra fare by Sleeping-Car from Ostend, 25/10.

839 miles from Charing Cross via Mont Cenis, and 788 via St. Gothard. Milan, the handsome ducal capital of Lombardy, owns a population that exceeds three hundred thousand persons, contains several noble examples of Italian architecture, and in a railway sense is most centrally situated, being on the route of no fewer than five iron highways. Here, for instance, we have on the west the line by

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which we have approached the city; while northward is the road to the Italian Lakes, and via St. Gothard to Bale, the favourite tourists' centre for Eastern Switzerland, and also a charming starting-point for the scenery of the Black Forest and the Rhine district. Southward are two railways—one leading by Genoa to Pisa, and the other proceeding through Piacenza to Bologna; while the continuation of either route permits the traveller to visit Florence, Rome, and Naples. Eastward the main line extends to Verona, where is a branch service to Innsbruck for the Tyrol, the direct expresses having their destinations at Venice and Trieste.

Chief among the churches, not only in Milan but with few exceptions in Italy, we should rank the magnificent marble Cathedral, principally of the fourteenth and fifteenth centuries—a sacred structure of surpassing beauty in its dazzling whiteness, the delicate carvings of its pinnacles (numbering over one hundred and thirty) and the graceful proportions of its lofty tower, which commands a view that extends far away over the fertile plains of Lombardy to the green pine-forests and snow-capped summits of the Alps. No fewer than 2,600 statues embellish the vast building, and nearly two thousand of these occupy prominent positions on the exterior.

Milan is rich in works of art and literature, many of the former being hung in the Ambrosian Academy, which contains examples by Bassano, Leonardo da Vinci, and Titian; also at the Palace of Science and Art, which likewise contains an extensive library and museum; and at the Museo Poldi-Pezzoli, where, too, are numerous antiquities. But by far the most valuable of its art-treasures is the celebrated "Last Supper" of Leonardo da Vinci, which can be seen at the Church of Santa Maria della Grazio. The Ambrosian Library has nearly 150,000 volumes, and many thousands of manuscripts. La Scala is the title of an immense theatre erected more than a century ago, and having accommodation for 3,500 spectators. The General Post Office is in the Via dei Rastrelli, and the Telegraph Office in the Piazza dei Mercanti. The leading hotels are the "Hôtel Grande-Brétagne et Reichman," the "Grand Hôtel de Milan," the "Hôtel Continental," and the "Hôtel de la Ville."

Leaving Milan by an express train, and running eastward, we shall probably save several stoppages at the smaller stations, our principal pauses being made at Treviglio, Rovata, Brescia, and Verona, a most interesting fortified city of great antiquity, containing unique Roman remains; a cathedral and ancient churches, rich in valuable paintings by Paul Veronese, Titian, and Tintoretto; also some handsome palaces and other public buildings. Here the lover of Shakespeare will not fail to recollect "Romeo and Juliet" and the "Two Gentlemen of Verona." The branch line bearing away northward communicates with Innsbruck for the Tyrol

district. At Innsbruck is the "Hôtel d'Autriche." After passing Vicenza, Padua—whence a branch leads to Florence—and Mestre, we find ourselves at

VENICE,

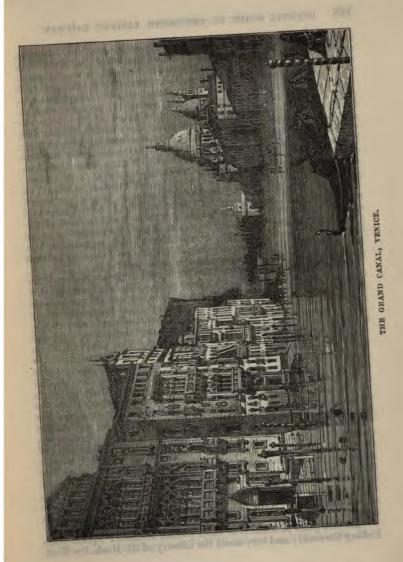
Fares from London via Mont Cenis-1st, 180/6; 2nd, 133/-, via St. Gothard-1st, 175/-; 2nd, 128/-

1,002 miles from Charing Cross via Folkestone and Mont Cenis, "Beautiful Venice, the bride of the sea," with its silent water-ways, marble palaces, stately churches, spacious piazzas, and last, but not least, its romantic associations, occupies a veritable fairy-land in the pages of history, when we consider the undaunted enterprise, the patriotic spirit, and the heroic deeds that contributed towards the rise, the preservation, and the progress of this at once the greatest and the smallest of those few European republics that flourished in the Middle Ages. Founded during the fifth, sixth, and seventh centuries, and for eleven hundred years governed by its Doge, who, with the Council of Ten and the terrible Council of Three, for the time being represented the will of the great Venetian Republic, its capital steadily grew in importance, wealth, grandeur, and beauty, until it became the first naval power in Europe, employed some sixteen thousand men in its arsenal, and exercised a vast and unquestioned influence in the councils of mediæval nations. In the acme of her prosperity Venice attracted to herself the leading representative men of her day; became a remarkable example of ecclesiastical fervour combined with political independence of the Papacy; founded a school of painting which has contributed its choicest gems to the picture galleries of every Continental capital; and, nearer our own time, has worthily employed the gifted brush of Turner and the graphic pen of Ruskin to depict the glories that yet linger around her dwellings by the waters.

The city of the "hundred isles," seated on her marine throne at the head of the Adriatic Sea, is traversed by that splendid winding avenue the Grand Canal, at places three hundred feet in width, which, extending for considerably over two miles, is spanned by the celebrated Rialto and two modern bridges; and with about one hundred and fifty smaller water-ways and over two thousand passages, affords ample means of communication by three or four thousand gondolas, which furnish the cab service of Venice. Indeed, while the visitor will find abundant footpaths along some six hundred squares and four hundred bridges, yet nothing will probably strike him so strangely as the entire absence of horses and all means of

wheeled locomotion.

Undoubtedly the great centre of Venice is the imposing marblepaved Piazza di San Marco, so highly commended by Napoleon



Bonaparte, who, notwithstanding his appreciation of the city, was cruel enough to appropriate the bronze Horses of St. Mark that once surmounted the arches of Nero and Trajan at Rome to grace his triumphal Arc de la Carrousel at Paris, until the eventual victories of the European Allies restored all such misapplied property to its legitimate owners. Chief among the imposing edifices that border the square is the splendid Church of St. Mark, an utterly marvellous combination of Byzantine, Arabic, Greek, and Gothic architecture, broken into countless quaintly-contrasting forms by the domes, spires, and statues that, with costly mosaics and gates of bronze, adorn the exterior. Within, "marbles from every land and in every style meet the eye; column and cornice. pilaster, pillar, altar-the spoils of Greece and Byzantium, of Palestine, Asia Minor, and Syria—in alabaster, jasper, porphyry. serpentine, and verd antique." Close at hand is the lofty Campanile or Bell Tower, that rises to a height of 350 feet; and in front of the great church are three stately masts which formerly bore the banners of Cyprus, Candia, and the Morea, now replaced by the Italian standard. The numerous noble churches found in various positions in the city mostly contain valuable paintings.

A meet architectural compeer of St. Mark's is the magnificent pile of white and coloured marbles known as the Doges' Palace, erected during the fourteenth century, and containing several most elaborate apartments. In the hall of the Grand Council, approached by the Golden Staircase, only trodden by those nobles whose names had been written in the Golden Book, haug the portraits of the Doges; and amongst other choice paintings "The Glory of Paradise," by Tintoretto, is remarkable as one of the largest pictures ever painted, and a fine example of the master. Next in order are the Hall of the Ballot, the Archæological Museum, the Bussola, the gorgeous Hall of the Council of Ten, and the Cabinet of Three, with its secret passages to the ancient dungeons, although since the sixteenth century the prison reached by the Bridge of Sighs has been removed to the opposite bank of the canal. The well-known "Lions' Mouths," placed in various prominent positions, were, during the arbitrary days of irresponsible power, the depositories of secret information that offtimes meant disaster and death to many a suspected proud Venetian noble. Amongst the stately homes that line the canals, and are typical of the handsome domestic architecture of Venice, are the Palazzo Foscari; the Palazzo Ferro; the Palazzo Barborigo, the residence of Titian; the Palazzo Mocenigo, where stayed Lord Byron; and several fine palaces of Taglioni, the famous

Another place of interest is the Piazetta, a smaller square overlooking the canal; and here stand the Library of St. Mark, the Mint VENICE. 199

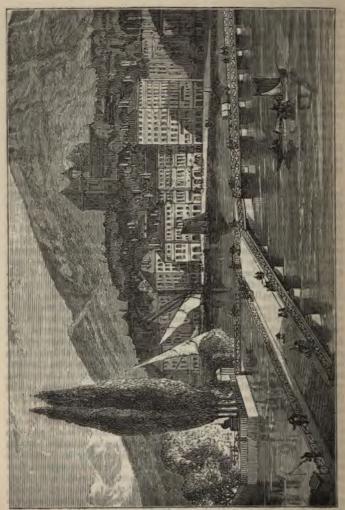
and two lofty columns, respectively bearing the sculpture of St. Theodore, and the Winged Lion of St. Mark. At the Academy of Arts is the wonderful "Assumption" by Titian, whose name is inalienable from his native Venice; and amongst the principal pictures on the walls are the productions of Tintoretto, Veronese, Giorgione, Bassano, the Bellinis, and other eminent artists. Not far distant is the Arsenal, where are numerous curiosities. The offices of the "Peninsular and Oriental Steam Navigation Company"—which provides a fortnightly service of steamers for Alexandria, touching en route at Brindisi—are at 22, Via Marzo.

Amongst the leading hotels are the "Hôtel d'Angleterre,"
"Hôtel Bauer," "Hôtel Beau Rivage," "Hôtel Britannia," "Grand
Hôtel de l'Europe," "Grand Hôtel," "Grand Hôtel d'Italie," "Hôtel
Monaco." "Hôtel de Rome," "Royal Hôtel," and the "Grand

Hôtel Victoria."

Our next journeys from Paris are to romantic Switzerland, which, by universal consent, is allowed to be a tourists' elysium amongst the wide and varied pleasure haunts of Europe. Here, within a limited area considerably less than Scotland, are treasured countless gems of scenery; lofty snow-capped mountains, glittering glaciers, steep passes, grassy plains, shady forests, broad lakes, and rushing waterfalls, alike contributing to landscapes of surpassing beauty, fitly completed by the quaint Swiss châlets, curious timber and flower-bedecked dwellings, or the picturesque assemblage of oldworld buildings that constitutes a small town of the Switzers. Speaking generally, the traveller may choose between two or three well-defined types of country—the delightful banks and waterfalls of the Upper Rhine, visited from Bale, Schaffhausen, and Constance; the charming lakelands in the vicinity of Lucerne and Zurich; the pastoral valleys, grand waterfalls, splendid view-points, and noble mountains of the Oberland, its headquarters at Interlaken being easily attainable from Berne; the towering summits, glaciers, and passes of the High Alps, which meetly commence at Chamounix with Mont Blanc, their Alpine king, not far from Geneva; while the exquisite forests and entrancing river-beauties of the Jura may well be explored from Bale, Neuchâtel, and Lausanne.

The whole of Switzerland is easily visited from Paris by the "Chemin de Fer de Paris à Lyon et à la Méditerranée" and the "Chemin de Fer l'Est," the former providing a valuable express route to Geneva via Maçon and Ouloz, and another to Neuchâtel and Lausanne via Dijon and Pontarlier. The latter system furnishes fast services to Berne, Bale, Lucerne, Zurich, and Constance, by way of Longueville, Troyes, Chaumont, Langres, Vesoul, and Belfort. As we propose to presently describe the direct express service from Charing Cross via Folkestone and Dover to Bals,



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Berne, and Lucerne, we will for the present confine our attention to the district centred around Geneva, Neuchâtel, and Lausanne.

Starting from the Gare de Lyon, Paris, we speed away southward, following the course of the "Riviera Express" as far as Maçon, when we turn off in an easterly direction by the main line for Italy, and proceed as far as Culoz, whence is a line via Bellegarde, where a branch affords access to the little French health resort of EVIAN-LES-BAINS, seated on high ground overlooking Lake Leman, and noted for its alkaline waters. A few miles over the main route from Bellegarde then bring us to

GENEVA.

Fares from London-1st, 119/6; 2nd, 90/-. Return-1st, 191/6; 2nd, 147/6.

646 miles from Charing Cross via Folkestone. The ancient Roman city of Geneva, which during the sixteenth century, through the influence of John Calvin, William Farel, Theodore Beza, and John Knox, became so great a factor in the Continental Reformation, occupies a pleasant site on the south-westerly shores of Lake Leman, a magnificent crescent of clear blue waters that extends for more than fifty miles to Villeneuve, and at about two-thirds of the distance is overlooked by the charming town of Lausanne. Geneva possesses many memories of the past, but it is probably best known as the home of Calvin, the birthplace of Madame de Staël and Rousseau, the seat of many a Genevan Congress, the headquarters of the watch manufacture, and, above all, as the centre of an enterprising and freedom-loving people. The busy little city, an interesting combination of quaint old-world buildings and the more elegant structures of nineteenth-century architects, extends for a considerable distance over the northern and southern banks of the Rhone, just at the point where it rushes forth from the lake on its course towards Lyons and Marseilles. The opposite quarters of the city are connected by substantial bridges, of which the chief-the Pont du Mont Blanc, 840 feet in length-affords communication between the fine quays, that provide delightful promenades, and command magnificent views of the distant mountains, including Mont Blanc and the Salève. In the adjoining Jardin du Lac, a charming resort adorned with bright flower-beds and statuary, is the National Monument, that commemorates the amalgamation of Geneva with the Swiss Confederation of 1814. From the Pont du Bergues a light iron bridge leads to the Ile de Rousseau, where stands a statue. by Pradier, of Rousseau, who was born here in 1712.

Amidst the clustered houses of the city rises the old Cathedral of St. Peter, rich in memories of the great Calvin, whose firm rule in troublous times, although sadly marred by his condemnation of Servetus, undoubtedly exercised a wise and beneficial influence on the Protestant Reformation, and caused Geneva to become the stronghold of a pure faith, the refuge of the persecuted, and the spot that largely contributed both men and means towards the printing and dissemination of the Scriptures in the languages of the various European nations. The exact burial-place of the reformer at Plain-palais was, in accordance with his stringent injunctions, kept a profound secret, and remains unknown to this day; but the house in the Rue des Chanoines, where he resided from 1543 to 1564, is still an object of interest to visitors. In passing, we may remark that at Geneva, in 1872, died Merle D'Aubigné, the

gifted author of a standard "History of the Reformation."

Near the Promenade du Bastion is the handsome University. which, with ample accommodation for its students, comprises a valuable collection of portraits, manuscripts, and other relies of the Reformation and preceding eras; an extensive library; and a wellarranged museum of natural history. On the opposite side of the promenade are the splendid Botanical Gardens, designed in 1816 by De Candolle, and noteworthy for their numerous statues of Genevese celebrities. The Hôtel de Ville is principally remarkable for the Salle du Congrès, where in 1864 was organised the Red Cross Society for the care of the wounded in battle, that rendered such memorable service to combatants of both armies during the terrible Franco-Prussian War of 1871; and is also to be remembered as the place of meeting for the congress of arbitrators which settled the Alabama dispute between England and the United States. Very near is the Historical Museum of Geneva, or the Arsenal, containing numerous specimens of ancient armour, but especially of interest for its assemblage of ladders, petards, and pikes, captured during the famous escalade on the 12th of December. 1602, when the forces of the Duke of Savoy received a signal and overwhelming repulse. The deeds of that memorable night have ever since been commemorated by an annual holiday, and are fitly recorded by a granite fountain that stands in Corraterie, near the scenes of the ill-fated assault. Another striking monument is erected in the Place des Alpes to the memory of Duke Charles II. of Brunswick, who died in 1873 and bequeathed 20,000,000 francs to the ruling authorities of Geneva. In the Place Neuve is the Musée Rath, well stored with paintings and sculpture: while the Musée Fol is noted for specimens of Greek and Etruscan antiquities, together with curiosities of the Mediæval and Renaissance eras. The General Post and Telegraph Office is in the Place de la Poste.

Geneva possesses many attractions to the tourist who wishes to dwell awhile on the lakeside and yet midway between the verdure of the Jura and the snows of the High Alps, while enjoying the GENEVA. 203

advantages of easy communication not only to these districts in particular, but throughout Switzerland. An excellent system of railways meets the whole of these requirements, permitting journeys on the one hand to Pontarlier and Neuchâtel via Lausanne; on the other, via Thonon to Martigny, about twenty miles from Chamounix (the well-known point of ascent for Mont Blanc), the

Mer de Glace, and the Pass of the Great St. Bernard; while farther eastward, nearer Zermatt, are the celebrated peaks of the Matterhorn and Monte Rosa. The lines of central Switzerland also furnish a direct route to Friberg. Berne. Lucerne. and Bale; and in conjunction with the lake steamers afford delightful tours around Lake Leman, or over its waters, where we may visit such notable spots as Coppet, the ancestral estate of the Necker family, of whom came Madame de Staël; Vevey; and the Castle of Chillon, with a story that ever lives in the



AT THE LAKESIDE, GENEVA.

graphic lines of Byron. A diligence also runs to and from Mont Blanc, a distance of forty-five miles. One of the most attractive and comprehensive view-points is the summit of Mont Salève, 4,300 feet in height.

The leading hotels of Geneva are the "Hôtel des Bergues,"
"Hôtel Beau Rivage," "Hôtel d'Angleterre," "Grand Hôtel de
Russie," "Hôtel de la Métropole," "Hôtel de l'Écu," "Hôtel
Schweizerhoff" (Pension), and the "Pension Poste;" at Chamounix

are the "Grand Hôtel Impérial," "Grand Hôtel Royal," "Grand Hôtel des Alpes" (Pension), "Hôtel de Londres," "Grand Hôtel

d'Angleterre," and the "Hôtel Mont Blanc."

The second route from the Gare de Lyon, Paris, is, as far as DIJON, the same as that previously described; but at this point our train turns eastward, and passing Auxonne and Dôle comes to PONTARLIER, whence diverge two branches—the one turning northward giving access to

NEUCHÂTEL,

Fares from London-1st, 108/-; 2nd, 81/-. Return-1st, 173/9; 2nd, 134/6.

574 miles from Charing Cross via Folkestone. This pretty Swiss town is near the Lake of Neuchatel, an expanse of water over twenty-two miles in length, within easy reach of the marvellous prospects to be enjoyed from the Jura, and those charms of water and woodland that are so characteristic of the Doubs Valley. The town contains several interesting features, including a picture gallery, a handsome church of the twelfth century, and other public buildings. The population are mostly engaged in watchmaking or in the cultivation of the adjacent vineyards. The leading hotels are the "Hôtel de Belle Vue" and the "Grand Hôtel du Lac." Returning to the railway junction at Pontarlier, we now follow the southern branch to its station at

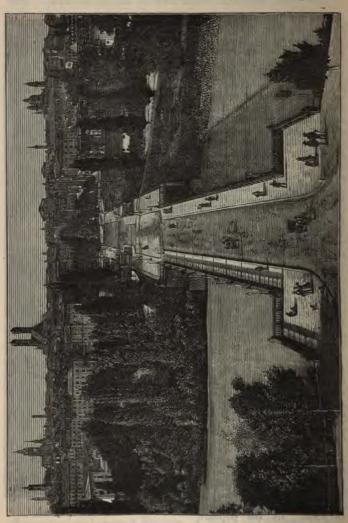
LAUSANNE,

Fares from London-1st, 100/6; 2nd, 82/-. Return-1st, 176/6; 2nd, 186/-.

585 miles from Charing Cross via Folkestone. Lausanne, the capital of Vaud, is an attractive old city, remarkable for the number of its educational institutions, and covering a hilly site rather less than two miles from the northern shore of Lake Leman, the little pier at Onchy serving as a harbour for the district. The quaint grouping of houses in deep valleys or on lofty hills, the irregular and rough streets, and the grand views from the higher grounds, over sixteen hundred feet above the level of the sea, are features that linger long in the memory. High above the surrounding dwellings, and reached from the market-place by a flight of one hundred and sixty-four steps, rise the noble towers of the Protestant Cathedral, a fine Gothic structure, principally erected during the thirteenth century. and noteworthy for some really striking architectural details. Here in 1536 met Calvin, Viret, and Farel, the result of their conference being the secession of Vaud from its allegiance to Rome, and its adhesion to the Protestant canton of Berne. Amongst the public structures of interest to visitors are the Academy, the Museum, and the Picture Gallery. Delightful prospects can be obtained from







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"Orient Express," a well-appointed train of sleeping, dining, and saloon cars, at special fares, which has long provided a rapid and direct daily service to Munich and Vienna. On the 15th of August, 1888, the first through train entered Constantinople; and the expresses that leave Paris on Sunday and Wednesday evenings now extend their journey beyond Vienna, by Buda-Pesth, Belgrade, and Sofia, to the Turkish capital, which is reached on Wednesday and Saturday evenings. As this train does not depart from Paris until 7.30 p.m., passengers from London can leave Charing Cross by the favourite 10 a.m. for Paris via Folkestone and Boulogne. arriving in ample time for dinner in the French metropolis ere proceeding to Austria or Turkey, the entire through journey from London to the Bosphorus being completed within eighty hours. After quitting the French capital the express runs due east, pausing at Epernay and at Chalons, connected by a branch line with Calais: also at Bar-le-Duc, Nancy, Lunéville, Igney Avricourt, Deutsch Avricourt, Saarburg, Zabern, and STRASSBURG, a stronglyfortified frontier town, which after a severe and long-sustained bombardment surrendered to the German army on the 28th of September, 1871. Its principal features are the massive fortifications erected by Vauban in 1682; a magnificent Gothic cathedral, remarkable for its lofty spire 465 feet in height, and its exquisite carvings; also for a valuable Library, Academy, and University. The leading hotels are the "Hôtel de la Ville de Paris," "Hôtel de la Maison Rouge," and the "Hôtel d'Angleterre." After crossing the Rhine, the train now passes Appenweier, Carlsruhe, Pforzheim, Mühlacker, Stuttgart, Geislingen, and Ulm, ere it reaches

MUNICH.

Fares from London via Boulogne and Paris—1st, 155/-; 2nd, 117/-; Mxd., 141/-.

" via Calais and Cologne—1st, 127/6; 2nd, 94/3; Mxd., 112/6.

" via Ostend and Cologne—1st, 110/-; 2nd, 84/3; Mxd., 101/.

Extra fare by "Orient" Sleeping-Car from Paris, 25/6.

287 miles from Charing Cross via Folkestone, Boulogne, and Paris. The handsome capital of Bavaria, founded on the Isar by Duke Otto of Wittelsbach during the twelfth century, is built on a wide plateau, about seventeen hundred feet above sea-level, and has during the present century not only quintupled its population, which is now not far from a quarter of a million, but through the exertions of its later dukes and kings has accumulated so vast and valuable an assemblage of fine-art treasures, especially in pictures, sculpture, and painted glass, as to cause its collections to rank amongst the first in Europe. As a commercial centre, the city is also widely celebrated; its enormous breweries, famed for their large production of Bavarian beer; extensive iron foundries and metal manufactories, printing-works, 'and stained-glass studios, employing many

thousands of the industrial population. The Royal Bronze Foundry, where was cast the colossal statue of "Bavaria" that stands on the Theresien Wiese, and with its pedestal rises to a height of 89 feet,

also affords occupation for a large staff of hands.

Munich owed much of its early magnificence to Maximilian I., who headed the Roman Catholic League during the memorable Thirty Years' War (from 1618 to 1648), concluded by the Peace of Westphalia, although far more was due to Maximilian Joseph, who in 1805, through the influence of Napoleon Bonaparte, became King of Bavaria, and designed plans for the development and decoration of his capital. These works were carried out with great enterprise and lavish expenditure by his son and successor, King Lewis, who is said to have "won for Munich the proud title of the German Athens; lodged within it many of the most precious relics of classic and mediæval skill; built palaces, museums, libraries, and churches, modelled after the finest specimens of architectural art in all ages; constructed new streets, squares, and promenades," and generally so embellished the new city with statuary of distinguished Bavarians, elegant fountains, and ornamental gardens, as to make it a marked and surprising contrast to the older and parent town. Chief among the splendid thoroughfares is the Ludwigs-Strasse, in which ten carriages can drive abreast, and where stand many of the principal buildings, including the stately Renaissance elevation of the Royal Public Library, which stores no fewer than 800,000 volumes and nearly 25,000 priceless manuscripts; the noble University, containing accommodation for about two thousand students and one hundred professors, amongst whom have been such names as Liebig the chemist, and Döllinger the German theologian; the Kriegs-Ministerium or War Office; the Feldherrnhalle, or Hall of the Marshalls; and the Siegesthor, a triumphal arch that commemorates the victories of Bavarian arms, and is designed after the Arch of Constantine at Rome.

That the Bavarian capital well merits its character as the head-quarters of German art is abundantly proved when we consider the extent of its picture and sculpture-galleries, and the value of their contents. The former occupy two spacious buildings in the Theresien Strasse—the Alte Pinacothek, where are ten fine saloons and twenty-three smaller apartments hung with 1,400 paintings, mostly works of the older masters, amongst these being choice examples by the German artists Dürer, Holbein, and Cranach; also by Hobbeina, Jordaen, Rembrandt, Rubens, Vandyke, and Van Eyck, who worthily represent the Dutch school. Here, too, are 9,000 drawings and 300,000 woodcuts and engravings, with 1,800 vases. In the Neue Pinacothek are fifty-two rooms built to accommodate pictures of the current century, amongst which we find David

MUNICH. 211

Wilkie's famous canvas "Reading of the Will." The picture-galleries also contain numerous exquisite specimens of stained glass. Not far distant is the Glyptothek, where we may pass through long galleries of antique and modern sculpture, including the celebrated Ægina Marbles, and rare carvings from Nineveh, Egypt, and Greece, those of the Phidian school being especially valuable. Some of the finest sculptures in the saloons are the "Medusa," the "Apollo Citharodos," "Ilioneus," and the "Sleeping Faun." Although not strictly confined to such exhibits, the Bavarian National Museum, in the Maximilian-Strasse, likewise abounds in objects of artistic value, as well as in those of antiquarian, industrial, and historic interest. The Academy of Arts is more especially devoted to gems

and numismatics.

The Royal Palace forms a huge pile of buildings which adjoin the Allerheiligen-Kapelle or Court Chapel, on three sides respectively facing Residenz Strasse, Max Josephs-Platz, and Hofgarten Strasse. It actually comprises three distinct buildings, the older or central portion being the Alte Residenz, which was erected by Maximilian I, about three centuries ago. Its elaborately-fitted interior contains the Reiche-Kapelle, having mosaic walls, a silver altar, and paving of amethyst, porphyry, and jasper. In the Treasury are the regalia, several valuable jewels, and unique gems. On the left of this structure is the Königsbau or Modern Palace. designed after the Pitti Palace at Florence, and both decorated and furnished in the style of the Renaissance. In the Festsaalbau or Palace of Fêtes, which forms the third division of the regal residence, is a series of gorgeous saloons devoted to State ceremonials and festivities, the more noteworthy being the Throne Room, containing bronze statues of Bavarian electors, princes, and kings; the Ball-room and its adjoining card-rooms, known as the Halls of Beauties, from their portraits by Stieler of thirty-six eminently beautiful women; the Banquet-hall, adorned with pictures of Bavarian battle-scenes; the Hall of Charlemagne, the Hall of Barbarossa, and the Hall of Rudolph of Hapsburg. Munich has for centuries been recognised as a great centre of Roman Catholic influence, and in this respect may well compare with Lyons or Madrid. As a natural consequence, it abounds in fine churches, of which one of the more noteworthy is the Frauenkirche or Cathedral, a spacious fifteenth-century edifice of Gothic design, its more striking exterior features being two lofty towers, while the interior possesses some ancient stained glass and several imposing monuments. The splendid basilica of St. Boniface is a modern structure erected from 1535 to 1550 by King Lewis, and now covering the sarcophagus that contains the remains of himself and his queen. In the Marien-Platz is the Town Hall; and in the MaxJosephs-Platz, a remarkably fine square, is the General Post Office. Telegrams can be forwarded from the office in Bahnhofs-Platz. The principal promenades and open spaces are the Hofgarten, the Botanical Gardens, and the delightful English Garden or park, abounding with well-timbered sward, avenues, shrubberies, and drives, its entire length extending over four miles. The leading hotels are the "Achatz," "Hôtel d'Angleterre," "Augsburgherhof," "Hôtel de Bayière," "Belle Vue," "Detzer," "Deutsches Haus," "Goldener Bar," "Leinfelder," "Marienbad," "Maximilian Ema-

nuel," "Quatre Saisons," and the "Rheinischerhof."

From Munich eastward the traveller has the choice of two routes—the shorter and more direct being that followed by the "Orient Express" through Simbach to Wels, the alternative express service proceeding to Rosenheim. Here a branch bears away southward to Innsbruck for the Tyrol district, and to Verona; while the main line continues through Prien, Traunstein, and Frellassing to Salzburg, a picturesque walled town near the Salzach Hills, on the borders of the Tyrolese Alps, and well known as the birthplace of those gifted musicians Mozart and Haydn. The leading hotels are the "Hôtel Nelbock," "Hôtel de l'Europe," and the "Hôtel Oesterreichischer Hof." Thence through Vöcklabruck and Attnang the train reaches Wels, after leaving which the only pauses made by the expresses are at Linz, Amstette, and St. Pölten, ere they reach

VIENNA.

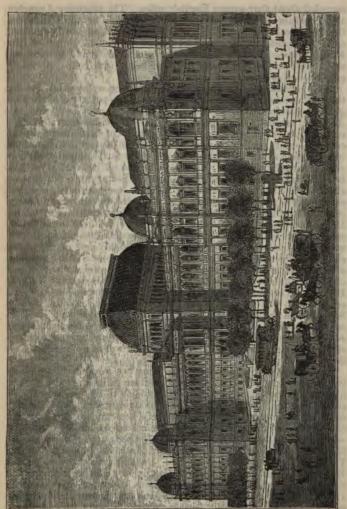
Fares from London via Folkestone and Paris—1st, 202/-; 2nd, 154/6; Mxd., 178/6,

" via Calais and Cologne—1st, 171/6; 2nd, 125/-; Mxd., 144/-,

" n via Ostend and Cologne—1st, 15/3; 2nd, 10/3; Mxd., 132/6.

" Extra fare by "Orient" Sleeping-Car from Paris, 53/3.

1,093 miles from Charing Cross via Folkestone and Paris, 992 via Calais, Brussels, and Cologne, and 1,020 from Constantinople. Vienna. the gay and pleasant city of the Imperial Hapsburgs; the scene of many historical events; redolent with the memories of Haydn, Mozart, and Beethoven; and the seat of countless treasures in art, science, and literature; lies in the midst of a wide plain that is watered by the Danube, and bordered on the north and south by ranges of mountains. The great river is actually about two miles from the capital, which is seated near the confluence of its streams with those of the Wen and the Danube Canal, that flow through the city and its suburbs—the former an assemblage of lofty old-world buildings in narrow streets, comprised within a comparativelylimited space; and the latter, with their gardens, squares, promenades, and elegant mansions, extending over a wide-stretching area. Chief among the favourite outdoor haunts of the pleasure-loving Viennese is their splendid park the Prater, where was creeted the International Exhibition of 1873, which with its grounds



THE UNIVERSITY, VIENNA.

occupied about four square English miles. The adjoining Augarten and Brigittenau Gardens, the Stadtpark, the Belvidere Gardens, the Botanical Gardens, the Horticultural Gardens, the Hofgarten, and the beautiful Vallesgarten, with the shaded walks of the Ringe Strasse Boulevard, planted with chestnuts and acacias, are also attractive resorts—many of them being overlooked by stately

public buildings.

In a central position stands the Kaiserberg or Imperial Palace. the residence of successive sovereigns whose paternal rule has so greatly contributed to the growing prosperity and beauty of the Austrian capital. The huge building, although erected at farreaching intervals, possesses many details of architectural ex-cellence—that portion appropriated to the Emperor's residence being known as the Schweitzerhof. But by far the greater portion of the vast pile is devoted to public use, one of its most attractive features being the magnificent Imperial Library, which contains about half a million of valuable volumes, some twenty thousand manuscripts, a unique collection of Oriental literature, and nearly 300,000 drawings, including many by the old German, Dutch, and Italian masters. The splendid saloon in which these are located, surmounted by a noble and highly-decorated dome, paved with marble and adorned with statuary, is probably one of the most elaborate free reading-rooms to be found in Europe. Other portions of the palace are allotted to the Museum of Antiquities, the Museum of Coins, the Museum of Mineralogy, and the Museum of Natural History. The Imperial Treasury, where is stored the Austrian regalia, with that of the great Charlemagne; the Imperial Riding School; and the Imperial Chancery, with the Chapel and Theatre, are also component parts of the palace, which covers a space exceeding nine acres. The Hetzendorf, the grand summer palace of the reigning family, is situated in the aristocratic suburb of Schönbrunn.

Amongst the greater glories of Vienna we must certainly place its numerous public and private picture-galleries—the larger number of the latter being freely available to the public. While each collection possesses its own peculiar treasures, undoubtedly many of the more valuable paintings will be found in the Imperial Gallery in the Ringe, where are hung some fifteen hundred subjects—the examples by Cuyp, the Caracci, Caravaggio, Dow, Dürer, Giorgione, Holbein, Poussin, Salvator Rosa, Rembrandt, Rubens, Teniers, Vandyke, Velasquez, and Paul Veronese—the "Ecce Homo" of Titian, and "A Holy Family" by Raphael, being considered some of the gems of the saloons. Next in order we shall visit the ancient palace of Prince Eugene, now known as the Upper and Lower Belvidere—the former containing some two thousand

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pictures, comprised in classified rooms, where are to be found canvases from the representative schools of Bologna, Germany, Flanders, Florence, Naples, Rome, Venice, and other European centres of mediæval art. It is remarkable for its examples by the Flemish and German masters, especially those by Rembrandt, Rubens, Teniers, and Vandyke. In the Lower Belvidere is a large portrait-gallery, where hang about twelve hundred paintings; and the Ambras, a most valuable collection of mediæval arms and armour. The Gallery of Prince Lichtenstein consists of twentyfive saloons, where are hundreds of choice pictures, including the works of Domenichino, Guercino, Guido, Claude Lorraine, Raphael, Rubens, and Vandyke-the productions of the Flemish, French, and Italian schools forming the major portion of the series. Both paintings and sculptures will be found at the Esterhazy Gallery, also a collection of some fifty thousand engravings; but the latter is in extent far surpassed by that of the Archduke Charles, in which the engravings number one hundred and fifty thousand. A most important institution in connection with the encouragement of art is the Academy of Painting, Sculpture, and Architecture, founded in 1705.

The stately University, which is especially famous for its School of Medicine and its Oriental Academy, not only provides accommodation for some two thousand students, but within its vast area comprises an extensive museum, an anatomical department, a laboratory, an observatory, a valuable library, and botanical gardens. The principal of the numerous magnificent churches is the Gothic cathedral dedicated to St. Stephen, a splendid example of German ecclesiastical buildings during the Middle Ages. Amongst many fine specimens of nineteenth-century architecture are the handsome Town Hall, and the magnificent Opera House, which will seat 3,000 persons. The General Post Office is in the Pistgasse, and the Telegraph Office at Börsenplatz,

Leopoldstadt.

The leading hotels are the "Archduc Charles," "Continental,"
"Cour d'Autriche," "Goldener Adler," "Goldenes Lumm,"
"Grand," "Grand Hôtel National," "Hammerand," "Imperial,"
"Kaiserin Elizabeth," "Kronprinz von Oesterreich," "Kummer,"
"Muller," "Munsch," "Matschaker Hof," "Nordbahn," "Oesterreichischer Hof," "Swarzer Adler," "Tegethoff," "Ungarische Krone," "Union," "Wandl," "Weisser Wolf," and the "Weisses Ros."

The next stage in the journey of the "Orient Express" is extended beyond Vienna to the ancient city of

BUDA-PESTH,

Fares from London via Paris by the Orient Express, £14 8s. 6d.

"" Extra fare by "Orient" Sleeping-Car from Paris, 44/3.

1,256 miles from Charing Cross via Folkestone and Paris. The capital of Hungary is probably best known for its famous University; the Royal Palace; the Academy, containing amongst numerous paintings the celebrated "Ecce Homo" of Rembrandt; the National Museum; the Rathhaus; the Opera House; and the Hungarian Theatre. The leading hotels are the "Hôtel Erzherzog," "Hôtel Fröhner," "Grand Hôtel Hungaria," "Hôtel Jagerhof," "Hôtel König von Ungarn," "Hôtel National," "Hôtel Queen of England," "Hôtel Statt London," and the "Hôtel Tieger."

Quitting Buda-Pesth early on the mornings of Mondays and Fridays, a train of through carriages proceeds by Verciorova to Bucharest, the capital of Roumania, 716 miles from Vienna. During 1888 the completion of another railway from Nisch to Sarembey afforded the last link of through communication between the east and west of Europe. Early in 1889 this new route was first used for an extension of the "Orient Express" from Paris, which after leaving Vienna and Buda-Pesth travels by way of Belgrade to Sofia, and over the Balkan mountains to Philippopolis, Adrianople, and

CONSTANTINOPLE,

Pares from London via Paris by the Orient Express, £24 10s. 6d.

" by Ordinary Expresses—1st, 587/6; 2nd, 281/10.

Extra fare by " Orient "Sleeping-Car from Paris, 72/.

2,113 miles from Charing Cross via Folkestone and Paris. Since the institution of the train de luxe, which leaves Paris each Wednesday and Sunday evening, the beautiful banks of the Bosphorus have been brought within eighty hours of London, and the long-talked of through railway communication between Charing Cross and Constantinople has become an accomplished fact. It is somewhat interesting to note that a railway to Constantinople was suggested to some engineering friends as early as 1842, by the late Mr. William Pare, in connection with "The Atlas Railway" from Calais to Calcutta and Canton. This vast scheme, which in those early days appeared even to its originator well-nigh chimerical, was first brought under public notice by Mr. Pare, in a letter to "The Builder" of the 11th of February, 1865. If during our European wanderings in search of the picturesque we have sometimes experienced disappointment, we scarcely need apprehend such a result from a



CONSTANTINOPLE, PROM SCUTARI.

visit to splendid Stamboul or throughout the delightsome scenery that is scattered far and wide along its ever-attractive suburbs of Scutari, Galatea, and Pera, washed by the emerald waters of the Sea of Marmora, the Bosphorus, or those of that magnificent harbour the Golden Horn, which, extending for eight miles, would afford anchorage for a fleet of twelve hundred vessels. Indeed. whether viewed from land or sea, or from some such wonderful vantage-point as the lofty marble Tower of Geraskiarat, Constantinople on its seven hills, and as divided in its localities as in its interests between Europe and Asia, presents a marvellous summary of scenic beauty, wherein are portrayed countless charming variations. Here stately white palaces, surmounted by domes, towers, and cupolas, picturesquely contrast with tier above tier of humbler many-coloured dwellings, surrounded on all sides by luxuriant vegetation, its prevailing features being grateful masses of darkgreen cypresses and sombre pines. High above all rise the grand marble mosques resplendent with Oriental mosaics, and sending up skywards their lofty minarets, whence five times daily the shrill cry of the muezzin calls the Mussulman world to prayer.

Constantinople, like many other cities of the Old World, has had a strangely-chequered existence since the year 658 B.C., when one Byzas, King of Megara, founded the city, which, as Byzantium, long bore traces of his name. For some centuries it remained in the hands of one or another tribe of the ancient Greeks, but was at last absorbed into the possession of victorious Rome; received its earlier walls at the hands of Severus; but assumed the full grandeur of a capital under its second founder, Constantine the Great, who from the 11th of May, 330, vastly extended its limits and fortifications, completed numerous temples and public buildings-of which the immense Hippodrome commenced by his predecessor is an imposing example—changed its title, and endeavoured to make Constantinople the great capital of his vast Roman Empire. Many were the vicissitudes and temporary changes of rulers that were experienced by the city during the long space of time which elapsed previous to the 29th of May, 1453, when the conquest of Mohammed II. ushered in that Mussulman power which ever since has remained dominant throughout the capital

and kingdom of Turkey.

Seated on the most easterly promontory of Europe, the ancient Oriental Stamboul, with its narrow streets and busy bazaars, wherein crowd the bartering representatives of many diverse nationalities, is separated from the more modern districts of Galatea and Pera by the quaint timber bridge of Galatea, about a quarter of a mile in length, which spans the Golden Horn, and across which nearly one hundred thousand people pass daily. Galatea, where stands

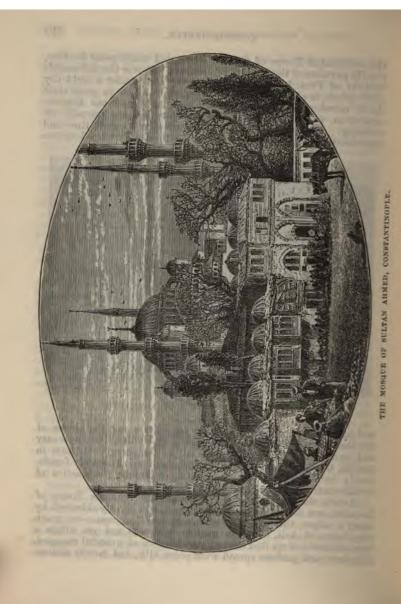
the substantial Tower of Galatea, the noted watch-point for fires, mostly partakes of the commercial element; but over the fashionable heights of Pera, beneath a cloudless sky and amidst a light dry atmosphere, is a handsome European quarter, where in great state dwell members of the various embassies, and numerous English, American, and French visitors, whose numbers are annually increasing. The principal thoroughfares—the Grand Rue and Dgiedessy—are at certain times of the day thronged with pedestrians



THE IMPERIAL PALACE OF DOLMA-BAGHTCHÉ.

and brilliant equipages. Stretching for miles along the shores of the Bosphorus are innumerable palaces and villas; but in beauty and immensity far excelling them all is that gorgeous dream in marble, the Imperial Palace of Dolma-Baghtche, its stately façade, nearly half a mile in length, forming a unique combination of architectural design and gilded grandeur.

Across the waters—which here lave the romantic Tower of Leander, are dotted with countless craft, and lightly skimmed by many a caïque, those light gondolas of the Bosphorus—we reach the shores of Asia, where in another continent and yet within a few minutes' sail we find Scutari, an old town of graceful mosques, mansions, and gardens spread over seven hills, and mostly remem-



bered for its miles of vast cypress-shaded Mohammedan cemeteries; huge barracks, which bring countless memories of the noble work carried on by Florence Nightingale and her devoted fellow-labourers during the sad days of the Crimean War; and the burying-ground where rest the remains of some eight thousand brave British soldiers. Here, too, is one of the chief resorts for religious Mussulmans-namely, the exquisite marble Fountain of Sweet Waters, overshadowed by luxuriant plane-trees, a meet compeer for the lovely Fountain of Sultan Ahmed III., which is considered amongst the choicest art-treasures of Stamboul.

The walls that encircle Stamboul have a circumference of some fifteen miles, within which are grouped the principal palaces and mosques of ancient Constantinople. First of these is the Old Seraglio or the palace of the Sublime Porte, which, although greatly devastated by fire in 1863, still retains in the singular assemblage of costly buildings that are to be found within its boundaries of three

miles many matchless specimens of Oriental grandeur.

Very striking are the noble mosques that on all sides attract our attention by the dazzling whiteness or burnished gilding of their magnificent exteriors. Chief amongst those gorgeous buildings known as the imperial mosques, which are fourteen in number, is the far-famed Temple of St. Sophia, a successor of the church where once ministered the golden-mouthed Chrysostom. This vast structure was erected during the rule of Justinian, who employed some ten thousand workmen under the superintendence of one hundred Its principal feature is the graceful and expansive architects. dome, possessing from within an indescribable lightness of aërial effect, while its vast interior, illuminated by the richly-coloured light from forty windows, comprises "measureless pilasters, enormous arches, and forests of colossal columns, galleries, tribunes, and porticoes." By many this truly wonderful structure is considered surpassed by the immense and majestic Mosque of Sultan Ahmed, which, with its six minarets, forms one of the most prominent objects in the city. On other hilly sites are the Mosque of Soliman, the Mosque of Osmanieh, and the Mosque of Mohammed II.; while in the suburbs is the most sacred Mosque of Eyub, where may be seen the costly sarcophagus that contains the remains of Mohammed's standard-bearer. Beyond the basilicas already named, some sixty great mosques and nearly three hundred smaller ones provide places of prayer for the followers of the Koran and its Prophet.

Probably much of the peculiar charm that lingers around the picturesque Turkish capital is greatly derived from its accessibility to surpassingly lovely suburbs, that for nearly sixteen miles line the banks of the Bosphorus, affording "an endless succession of pictures, sublime and beautiful, delicate and gorgeous in colouring, soft and

rugged by turns. Nor is it Nature alone that charms; the sweeping lines of cupolas and graceful minarets meet the eye everywhere; the waters are alive with innumerable craft; and palaces,



THE FOUNTAIN OF SWEET WATERS, SCUTARI.

terraces, kiosks, castles, and shady groves, are reflected on the waters as in a mirror." Space fails to tell a tithe of the scenic or historic interests that on all sides may meet us while sailing over the narrow strait of waters that divides Europe from Asia, but we can in passing note the beauties of Buyukderé and Therapia, where amidst smiling gardens stand the palaces, mansions, and villas

providing country residences for many members of European embassies, and the wealthy Pachas or Greek merchants of Constantinople.

The General Post Office of Constantinople is situated in the Place Yehn-Jami I., while telegraphic business is conducted at the office in Rue Sook Chesmeh. The English Embassy is situated in



THE BOSPHORUS, FROM THERAPIA.

Rue Tehpeh Bashi, Pera; and the Consulate of the United States is in Rue Kabristan. The leading hotels of Constantinople are the "Hôtel Byzance," "Hôtel de Constantinople," "Hôtel Impérial," "Hôtel de la Paix," and the "Royal Hotel;" the "Chamber of Commerce Hotel" at Galatea; the "Hôtel d'Angleterre," "Hôtel du Teke," and the "Hôtel de la Ville de Pesth," at Pera; the "Hôtel Petala" at Therapia; and the "Hôtel Belle Vue," "Hôtel Lapierre," and the "Hôtel de la Liberté," at Buyukderé.

D.-CALAIS AND BOULOGNE TO BERNE, BALE, AND LUCERNE; via ST. GOTHARD TO THE ITALIAN LAKES: AND TO MILAN FLORENCE, ROME, NAPLES, BOLOGNA, BRIN-DISI, AND VENICE: via CALAIS AND via OSTEND TO LILLE, BRUGES, GHENT, AND TO BRUSSELS FOR BALE AND FOR ANTWERP; AND via CO-LOGNE TO THE RHINE DISTRICT, COBLENCE, MAYENCE, AND FRANKFORT; DARMSTADT. NUREMBERG, AND VIENNA; HEIDELBERG, STUTTGART, AND MUNICH; BADEN-BADEN AND THE BLACK FOREST; WORMS SPEYER; HAMBURG; HANOVER, AND DRESDEN; BERLIN AND ST. PETERS-BURG.

OUR attention will now be directed to those important express routes to Switzerland, Italy, Belgium, Germany, Austria, and Russia, which extend direct from Boulogne, Calais, or Ostend, and thus avoid the loss of time consequent on travelling via Paris. It should be remembered that the principal trains run in connection with the "Royal Mail" and "Special Continental Express" services from Charing Cross, full particulars being furnished in the "Continental Time Tables" of the "South Eastern Railway."

One of the most noteworthy departures for Switzerland is the 11 a.m. from Charing Cross to Dover for Calais, in connection with the "Swiss Express," which, starting from the Gare Maritime on the arrival of the English boat, proceeds via Boulogne to AMIENS. Passengers who have previously travelled by the 10 a.m. to Boulogne can agreeably break their journey by a stay of nearly two hours, and

join the Calais train at the Gare de Ville.

After leaving Amiens we diverge in a south-easterly direction by Villers-Bretonneux, Rosières, Chaulnes, Nesle, and Ham to TERGNIER, where twenty-five minutes are allowed for dinner. By La Fère we now come to the cathedral town of LAON, and running onward pass RHEIMS. The principal succeeding stations are Sillery, Chalons, Vitry, Blesme, St. Dizier, Joinville, Chaumont, Langres, BERNE. 225

Vitrey, Port d'Atelier, Port-sur-Saône, Vesoul, Lure, BELFORT, and Delle. Then entering Switzerland we speed by Porrentruy to Dellemont, whence a branch running southward leads off to

BERNE.

Fares from London-1st, 113/-; 2nd, 83/-. Return-1st, 169/9; 2nd, 125/3.

60 miles from Lausanne, 98 from Geneva, 59 from Lucerne, 70 from Bale, and 236 from Milan. The pleasant metropolis of Switzer-land and capital of canton Berne can perhaps be best viewed from the roof of the Federal Council Hall, the Cathedral Terrace. or some of the neighbouring heights, whence we may not only see the quaintly picturesque city on its rocky slopes overlooking the rushing Aar, but away southward across verdant scenery can discern the snowy peaks and ridges of the Oberland Alps. While Berne is the centre of Swiss political life, and also noted for its manufactures of musical-boxes and carvings, it is even more remarkable for the thousands of tourists who annually pass through it on their journey to the pretty little town of Thun, with church, château, and houses pleasingly grouped on the shores of its charming lake; the lovely village of Spiez, backed by a long range of heights; the salubrious highlands of Beatenberg and far-famed INTERLAKEN, with its shady avenue of walnuts that lines the Höheweg, where we gain a grand view of the Jungfrau, that mountain monarch of the Bernese Oberland. From this primitive and yet fashionable Swiss town, which, during the summer, is thronged with intending mountaineers, parties are constantly starting to scale such noble summits as the triple-peaked Wetterhorn, the Schreckhorn, the Eiger, the Mönch, and the Wengern Alp, with many another lower but delightful vantage-point for glorious Alpine views, of which that to the Niesen is probably one of the most satisfactory. Other favourite excursions are to the valleys of Lauterbrunnen, Simme, and Kander; to the beautiful Staubbach Falls, and the splendid Falls of Geissbach, not far from Brienz and Meiringen; and to the mountain district of Grindelwald.

Berne is a place of steep old-fashioned arcaded streets, curious gabled dwellings, and many interesting buildings, of which the more remarkable are the previously mentioned Federal Council Hall, where meet the Council of States and the National Council that govern the twenty-two cantons of Switzerland; the handsome Cathedral, erected during the fifteenth and sixteenth centuries; the Kunst-Museum, with its gallery of pictures; the University, in connection with which are a museum and library; the Rathhaus; and several educational institutions. Amongst the attractive items for visitors are the celebrated Clock Tower, with its marvellous



SPIE', ON THE LAKE OF THUN.

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mechanical clock; the Bears' Den, at Nydack Bridge; and the Botanical Garden. The General Post and Telegraph Office is at Bouley, Ext Hauptstrasse.

The leading hotels of Berne are the "Hôtel Berner Hof" (Pension), "Hôtel Schweitzer Hof," "Hôtel Pfistern," "Hôtel Belle



THE JUNGFRAU, FROM INTERLAKEN.

Vue," "Hôtel Victoria," and the "Hôtel du Faucon." At Thun are the "Grand Hôtel de Thun," "Hôtel Baumgarten" (Pension), "Hôtel Belle Vue," and the "Hôtel Falken" (Pension); at Spiez is the "Hôtel Spiezerhof;" at Beatenberg are the "Hôtel Belle Vue," "Kurhaus," "Hôtel des Alpes," and the "Hôtel Alpenrose;" at Interlaken are the "Hôtel Jungfrau," "Grand Hôtel Victoria," "Hôtel Jungfraublick," "Hôtel Métropole," "Hôtel Beau Rivage" (Pension), "Hôtel National," "Hôtel des Alpes," "Hôtel Interlaken,"

"Hôtel Deutscher Hof," and the Kurhaus and Gardens; at Geissbach is the "Hôtel Giessbach" (Pension); at Grindelwald is the "Hôtel de l'Ours" (Pension); at Brienz, the "Hôtel de l'Ours" and "Hôtel de la Croix Blauche;" and at Meiringen, the "Hôtel du Sauvage" and the "Hôtel Reichenbach" (Pension).

Returning to Dellemont, we resume our express journey from

Calais and Boulogne, running in a north-easterly direction to

BALE.

Farcs from London ria Calais and Laon—1st, 104/-; 2nd, 76/-. Return—1st, 156/9; 2nd, 114/9.

""" via Calais and Brussels—ist, 107/-; 2nd, 79/0. Return—1st, 161/9; 2nd, 122/""" via Ostend """, 1st, 96/9; 2nd, 77/9. Return, 1st, 148/3; 2nd, 100/9.

Extra fare by Sloeping Car from Calais or Ostend, 16/5.

552 miles from Charing Cross via Folkestone, and 611 via Brussels. Bale, a University city, and a well-known centre of missionary enterprise, occupies an attractive site on the southern bank of the Rhine, and by three bridges communicates with Little Bale on the opposite side of the river. Its principal buildings comprise a handsome Gothic cathedral surmounted by two lofty spires, and of interest for its architectural details (especially in the cloisters) and several fine tombs, amongst which is one to the memory of the learned Erasmus, who was a native of the town. In the adjoining Council Hall, so named from an important assemblage of ecclesiastics held here from 1431 to 1438, are some famous frescoes depicting the "Dance of Death," and executed by the gifted Holbein, who also claimed Bale as his birthplace. examples of his works are likewise to be seen in the Picture Gallery of the Museum, where are some notable paintings by Teniers and sketches by Albert Dürer. Here, too, are a valuable and extensive library, some thousands of manuscripts, and a large collection of antiquities and ethnographical specimens. The well-known Mission House is situated at Spahlenthor. Amongst other attractions are the Zoological Gardens, and the Kunsthalle, containing a collection of interesting paintings. The General Post Office is in Freienstrasse.

Few amongst the many tourists' centres of Switzerland can equal Bale in its position as a headquarters for excursions throughout that charming combination of rivers and woodlands to be found in the Jura, the Rhine Valley, and the Black Forest. Within short railway journeys are the lakes of Lucerne, Zürich, and Constance, while further southward are the snowy summits and glittering glaciers of the Bernese Oberland. It would be beyond our purpose to fully indicate a tithe of the tours that are available from the old Swiss city, but we should certainly not neglect a trip to the Rapids of the Rhine at Lauffenburg; and to Neuhausen for the celebrated Falls of Schaffhausen, where the vast body of the Rhine waters



THE FALLS OF THE BHINE, SCHAFFHAUSEN.

descends some sixty feet amidst a charming surrounding of scenery. About ninety miles from Bale, on the shores of its large lake, is CONSTANCE, an old town best known for its memories of John Huss and Jerome of Prague, who were here burnt early in the fifteenth century. By another line of railway a run of fifty-five miles brings us to the populous city of ZÜRICH, where, in 1535. Miles Coverdale printed the English Bible; and as celebrated for the stalwart Protestantism of the great Swiss Reformer, Ulric Zwingle, as was Geneva for the preaching of John Calvin, and Wittenberg for the teaching of Martin Luther. Its principal buildings are the cathedral and the library, containing valuable books, manuscripts, and antiquities, and, amongst other enriosities. relics of the old lake-dwellings once peculiar to Switzerland. Another eighty miles further, passing en route the pretty lake of Wallenstadt, is the picturesque mountain town of Coire, whence we may proceed on a delightful tour through the romantic scenes of the Engadine.

The leading hotels of Bale are the "Hôtel Hecht," St. Gallen; "Hôtel des Trois Rois," "Hôtel Euler," "Hôtel Schweizer Hof," "Hôtel National," "Hôtel Central," and the "Hôtel Victoria." At Neuhausen, near Schaffhausen, are the "Hôtel Belle Vue," "Hôtel Schweizerhof," and the "Hôtel Rheinfall;" at Constance, the "Hôtel Constance," "Hôtel Insel," "Hôtel zum Hecht," "Hôtel und Pension Halm," and the "Hôtel Goldener Adler;" at Zürich, the "Hôtel National," "Hôtel Baur au Lac," "Grand Hôtel Belle Vue au Lac," "Hôtel Victoria," "Hôtel Central," and the "Hôtel Schweizerhof;" and at Coire, the "Hôtel Steinbock" and the

"Hôtel Lukmanier."

The third destination of the special direct "Swiss Express" is reached through an extension of its journey some fifty-nine miles beyond Bale, by way of *Liesthal*, Olten, and Zofingen, to

LUCERNE,

Fares from London-1st, 113/6; 2nd, 82/6. Return-1st, 171/3; 2nd, 125/3.

611 miles from Charing Cross via Folkestone and Boulogne. By the pellucid waters of the most picturesque lake in Switzerland, overshadowed by the heights of Mont Pilate, within easy reach of the far-famed Rigi and many another lofty view-point, and partially bordering the banks of the rushing Reuss, the old town of Lucerne owns a uniquely beautiful surrounding, even among its many rivals in the land of the Switzers. Indeed, Lucerne is generally considered to occupy much the same position, in the estimation of those who love a combination of lakeland and fine mountain scenery, as do Interlaken and Chamouni with the devotees of mountaineering.

although the former is by no means without its full meed of Alpine attractions; such summits as the Eisel and snow-capped Mont Titlis, over ten thousand feet in height, affording all the delights of entrancing prospects attained by mountain-climbing, without involving



THE OBERLAND ALPS, FROM THE GRIMSEL.

that excess of peril too often incurred upon the higher Alps. In addition to numberless charms found in the immediate vicinity of Lucerne, its railways, steamers, and diligences afford a delightful series of interesting tours, chief of which is the popular ascent of the Rigi for those magnificent views and glorious effects of sunrise and sunset which are peculiar to the summit. Amongst other favourite destinations easily reached from various points on the farextending shores of the "forest lake" are the quaint and pleasant

little town of Zug, overlooking the pretty sheet of water to which it gives its name; Lake Sempach, famed for the Swiss victory over the forces of Austria in 1386; the Pass of Burgens; and the tiny villages of Burglen and Altorf, around which cling many romantic stories connected with the birthplace and home of Switzerland's hero, William Tell; while yet further southward we may reach the wilder scenes of the rocky Grimsel Pass; the grand Falls of Handeck; the Devil's Bridge of the St. Gothard Pass, a frail erection spanning the ravine some seventy feet from the bed of the stream that flows rapidly through the defile; and another journey in a south-westerly direction can be taken through the Sarnen Valley to Meiringen for

the Geissbach Falls and the Bernese Oberland.

The most remarkable features of Lucerne, an old-fashioned place of curious corners and irregular streets, surrounded by its ancient walls, are the quaintly covered bridges that, spanning the Reuss. connect the two divisions of the town. They are respectively known as the Muhlenbrücke, decorated with a series of paintings depicting "The Dance of Death;" and the Kapellbrücke, adorned with pictures illustrating the wars and other events in Swiss history. In the Rathhaus are collections of paintings, armour, historical relics, and antiquities; while Stauffer's Museum is noteworthy for its specimens of Alpine zoology. At the eastern end of the Walnut Avenue, a much-frequented promenade commanding lovely views, is that noble monument known as the "Lion of Lucerne," which was designed by Thorwaldsen in memory of those brave Swiss Guards who, at the outbreak of the Reign of Terror in Paris during 1792, remained faithful to their monarch, Louis XVI. Another spot much appreciated by visitors is the Glacier Garden. The Poste Restante is at the Schweizerhof Quai. Lucerne also possesses some good churches and educational institutions. The leading hotels are the "Hôtel Schweizerhof," "Hôtel Lucernerhof," "Hôtel National," "Hôtel Englischer Hof," "Hôtel St. Gotthardt," "Hôtel des Balances," and the "Hôtel de l'Europe."

The continuation of our southern journey from Bale and Lucerne carries us onward from the lovely scenes of Switzerland through the wonderful tunnel that for nearly ten miles penetrates the St. Gothard and leads towards the exquisite lakes of Italy, which, before the days when engineers had pierced ways for the iron horse through Mont Cenis and Mont St. Gothard, were usually reached by the grand roads of the Simplon, the St. Gothard, the Splügen, and the Stelvio passes. The railway course from Lucerne now leads through Rathkreuz, Arth-Goldau, Fluelen, Altdorf, and other small stations to Göschenen, about 3,600 feet above sea level, where the train enters the long mountain tunnel, through which it speeds for some twenty minutes, and on emerging passes Airolo, Faido, Giornico,

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Biasco, and Clara on its way to Bellinzona, whence a branch of about thirteen miles leads to Locarno, at the head of Lago Maggiore; while another line skirting the eastern shore of the lake has its termination at Luino. The grand Lago di Maggiore, a sheet of shimmering water that from north to south extends for some forty-two miles, is remarkable for its sinuous contour, great depth, and the choice diversity of scenery that may be enjoyed within the area of its shores. Here, amidst a marvellous setting of brilliant foliage thickly spangled with gems of thousand-hued blossoms, we may find those rich contrasts of mountain and lakeland scenery that alone can be found in a southern clime and beneath a sunny sky; while from such delightful view-points as may be obtained from Monte Nudo, Sasso di Ferro, and Monte Motterone, the eye may range east, west, north, and south, over leagues of beauteous scenery, which towards Switzerland is bordered by the noble ranges of eternal snows that surmount the distant Alps. The principal stopping-places for visitors are Stresa, Baveno, Pallanzo, and Luino, the birthplace of the famous painter Bernardino Luini; the chief attractions of the blue shining lake are the celebrated Borromeo Islands, of which the Isola Bella is generally considered unique for the clustered masses of cultivated but luxuriant vegetation and graceful sculpture that line the ten terraces commencing at the level of the lake. Probably the pretty Isola dei Pescatori, with its white homes of the fisher-folk, bright greenery, and background of mountains, may best commend itself to the lover of unadorned Nature.

About eighteen miles by the main line of railway from Bellinzona is the station for Lugano, a pleasant little town, most noteworthy as a centre for numerous excursions over and around its picturesque lake, that for nearly fifteen miles presents a choice variety of views, most of which can be enjoyed from the steamers that sail along its waters and call at the more important landing-places. The great attraction for tourists is the ascent of Monte Salvatore, rising some two thousand feet from the shore of the lake, and commanding a magnificent prospect; although this is far surpassed by that which may be gained through a drive of a few miles to Monte Generoso and a climb to its summit, 5,561 feet above the sea, owning a neverto-be-forgotten panorama of forests, lakes, plains, and mountains.

Again does the express hasten southward, and shortly after leaving Chiasso, the frontier town between Switzerland and Italy, approaches world-famed Como, a name that alone conveys an elysian meaning to dwellers in less-favoured lands. Although the town itself is not a spot where we may care to linger, yet we visit it as a needful preface to that lovely vista of crystal waters, vineclad hills, and verdant mountains which opens out before us as we are rowed along to the apex of the lake's beauty at Belaggio, through

such fair spots of soft scenery as are centred around Cadenabbia, Tomo, and Varenna, or amidst those wild and rocky heights that lead to Lecco, at the southern end of its eastern gulf. On the sloping shores are splendid marble villas encircled with leafy terraced gardens, gay with flowering oleanders and golden-fruited orange-



LAGO DI MAGGIORE,

trees; "pines and camellias, palms and aloes, and magnolias, and rocky caverns full of maiden-hair fern, with views in every direction over the blue waters of the lake and away to the distant mountains."

Time would fail us to meetly describe all these and a thousand other beauties of the Italian lakeland; but ere passing away from its fair scenery we should endeavour to visit the pretty Lago d'Orta, that lies to the west of Lago di Maggiore, and surrounds the tiny but beautiful Isola de San Giulo; and to ascend by the steep and CHIASSO. 235

picturesque path that, winding amidst luxuriant vegetation, passes over the Col di Colma to Varallo, and affords from its highest level magnificent lake and mountain views. Another of the smaller sheets of water is the Lago di Varese, served by a branch railway from Como; while a journey eastward from Lecco permits the



LAGO DI COMO.

tourist to reach Sarnico for the Lago d'Iseo, and Peschiera for the Lago di Garda, the largest of the Italian waters, 37 miles in length, and of a width that at times gives it the appearance of an inland sea. Space precludes us from furnishing full particulars of the railway rates to all the previously mentioned localities, so let us simply remind the traveller that the fares from Charing Cross via Folkestone to Chiasso, on the Swiss frontier, are for the first class 141s., and for the second class 103s.; and that through bookings,

at slightly reduced rates, are granted to Lugano; also to Locarno and Luino, on Lago di Maggiore. The continuation of the main line from Chiasso leads to Como, three miles distant; and thence a further journey of thirty miles brings the traveller to MILAN, whence connections can be made eastward for Verona and Venice; westward for Turin; southward for Bologna and Brindisi; also for Florence, Rome, and Naples; and for Genoa, San Remo, Mentone, Nice, Cannes, Hyères, and Marseilles—all of which have been described in connection with the alternative route from Paris.

Having completed our outline of journeys through Southern France, Switzerland, and Italy, we now return to Calais, in order to commence our notice of the "Royal Mail" and "Special Express" services that run thence via Lille to Brussels, and also those which, starting from Ostend, reach the same destination by way of Bruges and Ghent. After pausing en route to point out the principal features of interest in the Belgian capital, with its connections northward for Antwerp, Rotterdam, Amsterdam, and the Hague; and southward to Luxembourg, Metz, Strassburg, and Bale; we shall then resume our journey eastward via Liége and Aix-la-Chapelle to the great railway centre of Cologne, whence proceed several important main lines for southern and northern Germany. The former extend, via Coblence, through the Rhine district to Mayence, Frankfort, Darmstadt, and Nuremberg to Vienna; via Heidelberg and Stuttgart to Munich; via Baden-Baden to the Black Forest; and to Worms and Speyer: while the latter comprise the express routes to Hamburg; to Hanover, Leipzig, and Dresden; and those to Berlin and St. Petersburg.

The principal Continental departures from Charing Cross for the "Royal Mail" steamers that sail from Dover to Calais in connection with expresses to Brussels, are at 8.40 a.m., 11 a.m., and 8.35 p.m. The trains leave Calais immediately after the arrivals of the boats; those via Lille pausing at Hazebrouck, where a branch diverges

northward to Dunkerque; and then speeding away to

LILLE,

Fares from London-1st, 43/-; 2nd, 32/6. Return-1st, 66/-; 2nd, 49/6.

166 miles from Charing Cross. The populous cotton manufacturing town of Lille is principally remarkable for its strongly fortified citadel, erected by the great Marshal Vauban; a spacious Hôtel de Ville, containing a valuable library and picture gallery, the latter possessing some fifteen hundred sketches by Michael Angelo; several handsome churches; the Palais de Préfecture; the Bourse; and other public buildings. In the Boulevard de la Liberté is the General Post Office, and Telegraph Offices will be found in the Place de la

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République and at the railway station. Amongst the leading hotels are the "Hôtel de l'Europe" and the "Grand Hôtel de Lille."

Lille is an important junction for the principal French and Belgian railways, being on the main line between Paris, Amiens,



THE BELFRY, BRUGES.

and Ghent; and also the point of divergence for the direct services from London via Calais to Valenciennes, Hirson, and NANCY. The continuation of our eastward journey leads past Baisieux, the last station in France, to Blandain on the Belgian frontier, and thence through Tournai, Leuze, and Ath to the Midi and Nord stations at BRUSSELS, 123 miles from Calais.

The "Royal Mail" expresses to Dover for the fine steam-packets of the Belgian Government, that sail thence to Ostend Quay in connection with trains for Bruges, Ghent, and Brussels, depart from Charing Cross at 10.0 a.m., 1.5 p.m., and 8.35 p.m., the former

excellent and rapid service permitting travellers to reach the Belgian capital within nine hours. In less than half an hourafter quitting Ostend the "Brussels Express" pauses at

BRUGES.

Fares from London-1st, 32/1; 2nd, 25/6. Return-1st, 49/-; 2nd, 36/-.

161 miles from Charing Cross. The ancient city of Bruges, with its famed lofty red belfry and musical chimes, is one of those quaint oldworld places that in their present state of picturesque decay supply many evidences of the mercantile enterprise which once made these prosperons Flemish towns marts for the merchandise of Europe. In every direction we find canals, spanned by numerous bridges, intersecting the streets, while towering amongst the substantial dwellings of the past are the Gothic Cathedral; the Church of Notre Dame; and the handsome fourteenth-century Hôtel de Ville, containing amongst its treasures some books printed by Colard Mansion, from whom our English William Caxton, who for thirty years lived in Bruges as a mercer, learned the art of printing. In the Hospital of St. John the Evangelist are some most valuable pictures by the gifted Hans Memling. Here is the "Hôtel de Flandre." About an hour after leaving Bruges we make a second pause at

GHENT,

Fares from London—1st, 35/6; 2nd, 26/2. Return—1st, 54/3; 2nd, 30/2.

189 miles from Charing Cross. Ghent, one of the most prosperous commercial centres of Belgium, and amongst the oldest cities of the Netherlands, presents in its curious intermingling of ancient and modern architecture, its numerous water-ways, narrow streets, and stately public buildings, many points of attraction both for the artist and the antiquarian. The old birthplace of that son of Edward III. known in our English history as John of Gaunt, of the great Emperor Charles V., and the wealthy brewer Jacques van Artevelde (who was succeeded by his son in his struggles for the liberties of Ghent), had in bygone days its full share of political turmoil; but its later history as the headquarters of the Belgian cotton manufacture and other kindred industries has certainly contributed to its increasing population, the revival of its trade, and the cementation of its prosperity. While on all sides the city has much to show, probably the more noteworthy points for the passing visitor are the ancient Cathedral of St. Bayon's. where is to be seen a portion of that wonderful picture by the brothers Van Eyck, known as the "Adoration of the Immaculate Lamb;" the lofty Belfry Tower, surmounted by the gilt dragon brought by Count Baldwin of Flanders from St. Sophia's, Constantinople, and sold to Jacques van Artevelde by the burghers of Ghent; the quaint front of the Boatmen's Hall, on the Quay; the handsome Gothic Town Hall, the modern University, the Palais de Justice, the celebrated Béguinages, and the beautiful Botanical Garden. The leading hotels are the "Hôtel Royal," "Hôtel de la Poste," "Hôtel de Vienne," and the "Hôtel Lion d'Or." About one hour from Ghent we reach our destination.

BRUSSELS.

Fares from London 1st, 39/6; 2nd, 29/-; Mxd., 18/-. Return-1st, 60/9; 2nd, 45/-; Mxd., 31/6. Fares from London via Calais-1st, 53/-; 2nd, 40/-. Return-1st, 81/3; 2nd, 61/. Extra 1st class fare by Sleeping Car from Calais, 9/3.

243 miles from Charing Cross via Calais, and 140 from Cologne. The brilliant capital of Belgium, although greatly resembling Paris, still possesses many characteristic features of its Flemish origin; and for intrinsic beauty and attractive surroundings may well vie with the leading cities of Europe. Founded about the seventh century, it was not until five hundred years later, when Brussels became the residence of the Dukes of Brabant, that it gave tokens of the growth which continued during the succeeding eras of its Burgundian, Austrian, and Spanish masters, whose supremacy was for a short period exchanged for the rule of Holland, soon replaced by the kingdom of Belgium, which since the memorable year of 1831 entered upon a career of marvellous prosperity under the régime of its beloved monarch Leopold I., whose son, Leopold II.,

has since 1865 occupied the Belgian throne.

The old pentagonal-shaped city was originally encircled by walled fortifications, and for some centuries experienced untold miseries from sieges and war; but since the removal of its ancient defences, which have been replaced by a series of broad and treeshaded boulevards, has extended far beyond its original limits, and embraces the populous suburbs of Schaerleek, St. Josse-ten-Noode, Etterbeck, Ixelles, St. Gilles, Anderlecht, Molenbeck-St.-Jean, and Laeken, in the latter of which is the favourite palace of the royal family. The principal thoroughfares of the capital are the noble Boulevard Central, or Anspach, with the Boulevard de la Senne on the north, and the Boulevard du Hainaut on the south, stretching in a line across old Brussels, and having access by streets on the right or left to the squares, parks, and gardens, where stand the leading buildings of the nation and the municipality. One of the first localities which will attract the visitor is the magnificent Grande Place, lined by stately Flemish houses, amongst which are numerous examples of the lofty Guild Halls that formed the headquarters of various industries. These quaintly handsome structures, now mostly transformed into dwellings or shops, are overlooked on the south by the gorgeous mediæval pile of the Hôtel de Ville, an elaborate specimen of the Gothic work prevalent in Flanders during the fourteenth century, its splendidly carved spire rising to a height of 370 feet. The council chamber on the first floor, a richly decorated apartment hung with Gobelin tapestry, was in 1568 the scene of that tribunal which, under the rule of the infamous Duke of Alva, condemned to death those noble-minded patriots the



Counts of Egmont and Horn, who with twenty-three other noble-

men suffered execution in the square below.

Another splendid mediæval elevation is the church of St. Michael and St. Gudule, a Gothic composition, commenced in the twelfth century and carried on at intervals during four hundred years. The interior is remarkable for its choice specimens of Flemish stained glass, mostly of considerable antiquity, and the exquisitely carved pulpit executed by the celebrated Verbruggen of Antwerp. In the Notre Dame de la Chapelle are monuments to Lens and Jan Breughel the younger, two eminent Flemish artists.

Chief amongst architectural ornaments of later days is the stately Palais de Justice, a refined classical design of Poelaert. surmounted by a lofty pyramidal dome, the vast pile having been completed at an expenditure of £2,000,000. A meet compeer of this great erection is the imposing Bourse, which also possesses most commendable classical details, the Corinthian portico being one of the finest efforts of Suys. One of the largest buildings of the capital is the Musée National, where, in addition to valuable natural history, mineralogical, and industrial collections, and an immense library of books, manuscripts, and engravings, are extensive picture galleries hung with numerous costly examples of the old Dutch and Flemish masters; paintings of the French, Italian, and Spanish schools; and several works of modern Belgian painters. The former comprise rare gems by Cuyp, Douw, F. Hals, Hobbema, Holbein, Jan Steen, Matsys, Rubens, Teniers, Van Dyck, the Brothers Van Eyck, and Van der Helst. The palace of the Duke of Arenberg contains, amongst many works of the Flemish and Dutch schools, exquisite canvases by Gerard Douw, Mier, Rubens, Van Dyck, Van der Neer, Van Ostade, and Van de Velde. Opposite the residence is the fine monument that commemorates the heroic Counts Egmont and Horn, the former of whom once lived in the palace. In the Musée Wiertz is a remarkable collection of weird paintings and sketches, executed by the eccentric artist from whom it takes its name. The General Post Office is at the Temple des Augustins, in the Boulevard Central.

The centre of fashionable Brussels is the vicinity of the Place Royal, in which stands a grand equestrian statue of that leal Crusader, Godfrey de Bouillon. Passing thence, we reach a charming expanse of gardens, lawns, avenues, and ornamental waters, dignified by the title of "The Park," and overlooked by the Palais du Roi; the Palais de la Nation, where assemble the Belgian chambers of legislature; the Palais des Académies, formerly a residence of the Prince of Orange, and now devoted to the Academy of Letters, Arts, and Sciences; the Academy of Medicine; and a Museum of

Statuary, with other fine public buildings and private residences. Very beautiful are the grounds of the Botanical Gardens, rich in their clusters of azaleas and rhododendrons, with specimens of rare and curious plants; also the Zoological Gardens, noteworthy for their delightful woodlands and valuable zoological collections. About a mile and a half from the boulevards is the Bois de la Cambre, a finely timbered expanse of some five hundred acres, which with its lake, grotto, shrubberies, wide drives, and secluded woodland walks, is one of the favourite outdoor resorts for the inhabitants of the capital. A most attractive excursion from Brussels is to the celebrated field of Waterloo, where on that memorable 18th of June, 1815, was fought the decisive battle that sealed the fate of Napoleon Bonaparte, and secured a lasting peace for Europe.

The leading hotels of central Brussels are the "Grand Hotel,"
"Hôtel Central," "Hôtel de Saxe," "Hôtel de l'Empereur,"
"Hôtel de l'Univers," "Hôtel de la Poste," "Hôtel de Suède,"
"Hôtel de Bordeaux," "Hôtel du Lion de Waterloo," and the
"Hôtel du Nord." In the upper portion of the capital are the
"Hôtel de Belle Vue," "Hôtel de Flandre," "Hôtel Mengelle,"
"Hôtel de l'Europe," "Hôtel de France," "Culliford's Commercial
Hotel," "Grand Hôtel Britannique," and "Wiltcher's Hotel."

Ere passing from Brussels we should note its railway connections for Namur, Liége, and Spa; also the valuable express service that permits direct communications between the North of Europe and all parts of Switzerland, Italy, and Southern France. Trains proceed thence via Namur, Arlon, Luxembourg, Metz, Strassburg (where a branch via Freiburg leads to the Black Forest), and Mulhouse to Bale, whence another line communicates with Berne. The continuation of the through route leads to Lucerne, and by the St. Gothard Tunnel to the Italian Lakes and Milan. Through sleeping cars can be obtained for the latter city, which has connections with all parts of Italy and the Riviera. Another highly important line in continuation of the before-named route, and also with the "Royal Mail" expresses from Calais and Ostend, is that which, running northward for some twenty-eight miles via Malines and Contich, communicates with

ANTWERP,

Fares from London } 1st, 40/3; 2nd, 29/9; Mxd., 18/3. Return—1st, 62/3; 2nd, 45/9; 3rd, 32 . Fares from London via Calais—1st, 55/6; 2nd, 41/6. Return—1st, 85/3; 2nd, 64/3.

270 miles from Charing Cross via Calais, and 27 from Brussels. Antwerp, the populous port of the Scheldt, the largest commercial city in Belgium, and one of the principal mercantile and traffic centres in northern Europe, is an ancient and interesting fortified city of

extensive proportions, having spacious docks and long lines of quays, mostly constructed at a vast outlay by Napoleon Bonaparte; whilst towering high above its massed buildings, and visible for many miles, is the graceful and richly carved spire of Notre Dame, so widely praised for its musical and matchless carillon of ninetynine bells. Next to its long records of Spanish oppression and Flemish patriotism, the old Belgian town is probably most associated in the minds of many with the memories of such bygone citizens as that eminent painter and diplomatist Sir Peter Paul Rubens, and the gifted artist Anthony Van Dyck, who with that man of many resources Quentin Matsys, Snyders, Teniers, Jordaens, Zegers, De Craever, and others, long and worthily maintained a high reputation for the art-work of Flanders. Neither should we fail to remember the printing offices and press of Christopher Plantin, now purchased by the municipality and open to the public, from which during the sixteenth and subsequent centuries issued work that challenged comparison with the finest editions of the Elzevirs and other noted European printers; nor the noble work of English William Tyndale, who here translated the New Testament, and was hurried hence to

his martyrdom at Vilvorde in 1536.

Undoubtedly the principal religious structure of Antwerp is the majestic Gothic cathedral of Notre Dame, a building of vast proportions, commanding glorious views from its lofty tower, and containing many meritorious details, but principally noteworthy for some fine pictures, including the four remarkable paintings by Rubens, the famous "Descent from the Cross," the "Elevation of the Cross," the "Resurrection," and the "Assumption of the Virgin." In the Church of St. James, where lie the remains of this great painter, are an altar-piece executed by himself, two valuable works (respectively by Van Dyck and Jordaens), and much ancient stained glass, formerly a noted production of Flanders. The churches of St. Paul and St. Andrew also own good pictures, but the more striking feature of the former is a "Calvary," a singular model of the Holy Sepulchre at Jerusalem; while both edifices are noted for some marvellously delicate examples of wood-carving, for which the sacred and secular buildings of Belgium are so much to be commended. Near the centre of the old town is the Académie des Beaux-Arts, having a richly frescoed entrance-hall decorated with portraits of one hundred and thirty-six artists who have been connected with Antwerp. From this we approach the magnificent galleries, where in bewildering profusion hang some seven hundred paintings, the examples of the old Flemish, Dutch, and German masters being especially numerous and valuable, and including some of the finest works of Albert Dürer, Holbein, Kneller, Matsys, Memling, Rubens, Steen, Teniers, and Van Dyck. Another small but choice

collection of pictures may be inspected at the Oudeheden Museum.



TOWER OF NOTRE DAME, ANTWERP.

Amongst other structures of note are the noble sixteenthcentury Hôtel de Ville, the handsome Exchange, and the Palais de Justice. A visitor to Antwerp will probably be attracted by the exquisite and famous ornamented iron wellcanopy, the work of Quentin Matsys, blacksmith and artist: which, with the statues of Rubens, Van Dyck, and Teniers, that grace some of the principal open spaces, and the really beautiful Zoological Gardens, are points of much interest. In the Place Verte is the General Post Office. Antwerp is in direct railway communication with Rotterdam, Amsterdam, The Hague, and all parts of Holland. The leading hotels are the "Hôtel du Rhin," "Hôtel St. Antoine," "Hôtel de l'Europe," "Hôtel de la Paix," and the "Hôtel du Grand Laboureur."

Resuming the eastward railway journey from Brussels (Nord Station), the "Royal Mail" express proceeds by way of Louvain, Ans, and the picturesquely situated city of LIEGE, the centre of the Belgian metal industry, to the frontier town of Verviers, the headquarters of its woollen manufacture. After leaving this station the train enters Germany, pausing at Herbesthal, and then running on to the celebrated health resort and historical city of AIX-LA-CHAPELLE, more than ten COLOGNE. 245

centuries ago the residence of the great Charlemagne, and signalised by the coronations of thirty-seven of his successors. Its thermal sulphur springs, sheltered situation, good hotels, and delightful series of forest excursions, annually attract many thousands of invalids and other visitors. Aix-la-Chapelle is also a place of exchange for the lines to Crefeld, Barmen, and Cassel; and here, too, are through carriages via Elberfeld to Berlin and Leipzig. The principal hotels are the "Hôtel Kaiserbad," "Hôtel Grand Monarque," "Hôtel Nuellens," "Hôtel du Nord," "Hôtel Belle Vue," "Hôtel de l'Empereur," "Hôtel Dubugles Grand," "Hôtel Dragon d'Or," "Hôtel König von Spanien," "Hôtel Kaiser Krone," "Hôtel Union," "Hôtel zum Elephanten," "Hôtel de l'Europe," "Hôtel Kaiser Saal," "Hôtel Carlsbad," "Hôtel Rosenbad," "Hôtel Treise," "Hôtel Henrion," and the "Hotel Hoyer." Eighty minutes after leaving Aix-la-Chapelle we reach

COLOGNE.

Fares from London via Ostend—1st, 58/5; 2nd, 42/- Return—1st, 84/9; 2nd, 61/0.

"tia Calais—1st, 60/6; 2nd, 50/6.

"Let, 102/6; 2nd, 74/9.

Extra 1st class fare by Sleeping Car from Ostend, 10/-; from Calais, 12/5; and from Brussels, 8/5.

383 miles from Charing Cross via Calais, and 140 from Brussels. The archiepiscopal city of Cologne, on the western bank of the Rhine, once the site of a Roman station, is not only a strongly fortified city of Germany, and the seat of considerable commerce, but the centre of vast railway ramifications that, extending throughout southern and northern Germany, connect with the great lines of Switzerland, Italy, Austria, Russia, Holland, Belgium, and France. While Cologne is pre-eminently known as the metropolis of the Rhine district, and the starting-point for those wonderful vistas of river and valley scenery which find their culmination in the woodlands of the Black Forest, the Rapids of Lauffenburg, and the Falls of Schaffhausen, it is not without attractions of its own, chief of which is the really magnificent Cathedral of St. Peter. This noble structure was founded in the thirteenth century by Archbishop Conrad, of Hochstaden; and although its construction was continued during many succeeding centuries, it was not finally completed until the memorable month of August, 1880, when the splendid pile received those finishingtouches which placed it amongst the chefs - d'œuvre of Europe. Few buildings even on the Continent can, for elaborate ornamental work, compare with the rich architectural design of the western front, which is surmounted by two elegant spires towering aloft to a height of 515 feet from the pavement. Within the great edifice architect and artist alike appear to have excelled in the profusion of sculptured pillars and mouldings, carved woodwork, painted



glass, and priceless gems, which on all sides afford evidence of the persistent care that has been lavished on the sacred edifice, and has involved an expenditure of £2,000,000. Other incidental features connected with this immense fane are the Treasury of the Three Kings, stored with relics and costly curiosities; the museum; and the really magnificent view of the Rhine Valley from the upper levels of the towers.

Amongst the ancient churches with which Cologne

that of St. Ursula, where may be seen relies of the saint and the eleven thousand virginswho shared in her martyrdom. St. Gerem commemorates the Theban martyrs; and this, with St.

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Martin, and St. Maria-im-Capitole, are the principal edifices of interest. The visitor might also inspect the Zoological Gardens and the Wallraf-Richartz Museum. In Glockingasse is the General Post Office, and the Telegraph Office is in Cäcilien Strasse. The leading hotels are the "Hôtel du Nord," "Hôtel Disch," "Hôtel de Hollande," "Hôtel Ernst," "Hôtel de Cologne," "Hôtel de Dôme," "Hôtel Mainzer Hof," "Hôtel Victoria," "Hôtel Union," "Hôtel St. Paul," "Hôtel Landsberg," "Hôtel Wiener Hof," "Hôtel Bavaria," "Hôtel de l'Europe," "Hôtel Billstein," "Hôtel de Russie," "Hôtel Rheinischerhof," "Hôtel Restauration Obladen," "Hôtel de Paris," "Hôtel Museum," "Hôtel Restaurant," "Hôtel Weber," "Hôtel Weiser," "Hôtel zum Bergischen Hof," and the "Hôtel de Belle Vue," Inselstrasse (Deutz).

The traffic emanating from Cologne is of a vast and varied character—seven distinct lines of railway finding their centre in the Rhenish capital, which has direct communication throughout Germany. Through carriages are attached to the principal trains to Bonn, Collence, Wiesbaden, Mayence, Frankfort, Darmstadt, Heidelberg, Stuttgart, Munich, Passau and Vienna; also to Bale via Carlsruhe and via Strassburg; to Bremen and Hamburg via Münster; likewise to Hanover, Brunswick, Magdeburg, Leipzig, Dresden, and Berlin. Our notice of the principal routes will comprise those that serve the Rhine District, the Province of Alsace-Lorraine, the Grand Duchy of Hesse, and the Grand Duchy of Baden,

with the Kingdoms of Würtemberg and Bavaria.

The railways of the Rhine State extend as far as Mayence on both the right and left banks of the regal river; but our presumed journey will be over the latter course, which is traversed by the principal expresses. After quitting Cologne, the first stoppingpoint is the pleasant town of Bonn, whose University has numbered amongst its students the late Prince Consort. It is also known as the birthplace of Beethoven. The leading hotels are the "Königlicher Hof," "Hôtel Rheineck," "Hôtel zum Golden Stern," "Hôtel Stern," "Hôtel Royal," and the "Hôtel Kley." The reputation of the place mostly rests on its being one of the favourite starting-points for the Rhine Tour, which finds a magnificent preface near Königswinter, on the eastern bank of the stream, where majestic Drachenfels-chief of the Seven Mountains, whose summits each furnish a site for a grey ruin and a green legend-rears its "castled crag" 1,056 feet above the waters. From the summit of this wellknown "rock of the dragon," where the gallant Siegfried proved his prowess by slaying the monster and freeing the maiden, far may we gaze over a matchless landscape, through which meanders the wide river, edged by "Banks which bear the vine, And hills all rich with blossomed trees, And fields which promise corn and

wine; And scattered cities crowning these, Whose far white walls along them shine." On the opposite hill is the ruined fortress of Rolandseck, with its sad story of the faithful knight who, returning from the wars to find that his lady-love, the beautiful Hildegunde, had, on hearing false tidings of his death, taken the veil, built here



DRACHENFELS, ON THE RHINT.

his castellated home, where he might always behold the island below of the Kloster Nonnenworth that irrevocably enshrined his heart's best treasure.

Passing onwards by Godesberg, Mehlem, and Rolandseck, we next reach Remagen, in the neighbourhood of the celebrated Apollinaris Spring, and near the charming Swiss-like valleys of the Ahr and Brohl. Here, too, are the curiously contrasting vineyards and basalt quarries of the Erpelier Lei; while many a rugged ruin or lordly home may be seen as we sail up the river. But pleasant

as this may be, our own journey is now on wheels; so southward through Sinzig, Nieder Breisig, and Brohl we come to mountaingirt Andernach; and thence by Neuwied and Urmitz reach

COBLENCE, 561 miles from Cologne.

Coblence, the capital of Rhenish Prussia, is situated at the confluence of the Moselle with the Rhine, and in conjunction with Ehrenbreitstein on the opposite bank forms one of the most strongly fortified military positions on the German frontier. From the higher points of the town are many entrancing views (especially through the romantic valley of the Moselle), and the neighbourhood generally is remarkable for its ancient buildings—amongst which we should note the curious Kaufhaus. The leading hotels are the "Hôtel zum Riesen." "Hôtel Anker." "Hôtel de Belle Vue," "Hôtel de Trèves," "Hôtel zur Traube," "Hôtel zum Wilden Schwein," "Hôtel Victoria," "Hôtel zum Berliner Hof," and the "Hôtel Stadt Luttich."

Farther southward, and approached from Coblence by railway via Niederlahnstein on the eastern bank of the river, is the well-known health resort of Ems, about ten miles distant, famed for its thermal springs, so beneficial to dyspeptic and other patients. Its leading hotels are the "Hôtel d'Angleterre," "Grand Hôtel de Darmstadt," "Hôtel Guttenberg," "Hôtel de Russie," "Hôtel de Flandre," "Hôtel und Jahreszeiten," "Hôtel Darmstaedter Hof," "Hôtel Schloss Langenau," "Hôtel Schloss Johannisberg," "Hôtel

Englischer Hof," and the "Villa Diana."

Another sanatorium of European celebrity is Wiesbaden, also reached from Coblence via Niederlahnstein-the trains passing thence along the western bank of the Rhine, through Oberlahnstein, Braubach, St. Goarshausen, Caub, Lorch, Assmannshausen, Rudesheim, Geisenheim, Hattenheim, Eltville, and Mosbach, en route to their destination, 1124 miles from Cologne. The fashionable German watering-place of WIESBADEN, noted for its hot springs (considered valuable specifics for rheumatic and many other affections), abounds in handsome residences and superior public buildings—the latter including a magnificent Kursaal, an interesting Museum, a well-stored Library, a Theatre, and several churches. The principal hotels are the "Hôtel zum grünen Wald," "Hôtel Englischer Hof," "Taunus Hôtel," "Eckhardts Hôtel," "Hôtel zum schwarzen Bären," "Hôtel Nassauer Hof," "Hôtel Berliner Hof," "Hôtel Rose," "Hôtel du Rhin," "Hôtel Victoria," "Hôtel Adler," "Hôtel und Kurhaus zu denvier Jahreszeiten." "Hôtel und Jahreszeiten," "Park Hôtel," "Grand Hôtel," and the "Hôtel du Nord."

Resuming our journey from Coblence, we soon reach Capellen, near the splendid castellated pile of Stolzenfels, a royal palace possessing entrancing views. In striking contrast to its regal

grandeur are the quaint timber dwellings of old Rheuse, and the open hall or Königsstuhl, where formerly met in council the seven Electors of the Rhine. Higher up the stream, but on its western bank, is the stately feudal stronghold of Marksburg, overlooking the little town of Braubach. Boppard, originally the Roman Bandobriga, and subsequently a mediæval town, is noteworthy for its ancient remains, modern villas, and wooded scenery, especially in the Mühlthal Valley; while Fleckherts Höhe commands extensive views. Here are valuable medicinal springs, the "Hôtel Rheinischer Hot;" and not far distant, but across the stream, the

old romantic strongholds of Liebenstein and Sterrenberg.

We now fairly enter upon the most picturesque scenery of the great German river, here traversed by numerous steamers passing along through majestic defiles of barren or foliage-mantled rock. and yet again by green heights crowned with many a grey ruin. or covered with the verdure of leafy vineyards. Indeed, from Boppart to Bingerbrück and Mayence the tourist experiences a constantly increasing scale of beauty, yet further supplemented by ascending the river to Mannheim, at the mouth of the lovely Necker. But the railway possesses countless beauties of its own. and during the continuation of our journey we will briefly note some of the many riverside spots where fancy lingers and memory dwells, which may be easily reached from wayside stations on either bank, although, as heretofore, our own route will be that of the eastern express service. Hastening away from Werlau and Ehrenthal (regions of silver and lead mines, and scenes where tales of the earth-spirits linger around the treasures of their rocks), we pass on by the ruins of Thurmberg or the Mouse Castle, near Welmich, and presently, near St. Goarshausen, reach Katzenellenboyen, the once antagonistic Castle of the Cat. Here, too, is the exquisite Schwetzer Thal, one of the finest valleys near the Rhine, and a romantic site for the ruined Castle of Reichenberg; while spread over the opposite heights are the extensive remains of the once majestic Castle of Rheinfels, reached from our next station, St. Goar. At St. Goarshausen is the "Hôtel Adler." Farther up the stream, here characterised by rushing rapids and eddying pools, rises the huge black basaltic mass of the famed Lorely Rock, where in bygone days dwelt the fair yet false watersprite, whose silvery song lured the unwary boatman to her fatal whirlpool. Magic pales before fact, and the present attractions of this precipitous cliff are its lofty platform as a view-point, and the fifteen echoes with which it impartially supplements the voice or an instrument.

After clearing Oberweisel, the voyager perceives the legendary "Sieben Jungfrauen," representing all that remains of seven fair

maidens, who, having obdurately steeled their hearts against seven eligible suitors, were for this contumacious indifference to their "chances" turned by the genius of the Lorelyberg into these seven small rocks that are placed near the centre of the river. In happier days these ladies dwelt in the now ruined Castle of Schomberg, the ancestral home of the Schombergs, of whom came King William's general, Marshal Schomberg, who fell at the Battle of the Boyne. Almost in a line with the ruins of Gatenfels and the town of Caub, which is near the point where Marshal Blücher transported his army across the Rhine, is the curious Pfaltz Castle, which for more than five centuries has stood on its rocky island here dominating the river, and formerly used as a fortress of safe retreat for members of the Palatinate family. Bacharach, where is the "Hôtel Wasum," is a little walled town, much connected with the Rhenish wine trade, and near the ruined castles of Furstenberg and Nollingen on opposite sides of the river. Near Lorel, another small town, but on the west, are the Kedrich Mountain and the Whisper Valley; and here, too, the Rhine steamers approach that romantic region known as the Rheingau, a vista of green vineyards extending thence to Mayence. Amongst the celebrated vines that here yield their luscious fruit are those of Assmannshausen, which are grown on steep cliff-terraces and produce the best red wines of the district. To the right of the railway are the restored castles of Rheinstein, with the ruins of Sonnech and Falkenberg; while nearer the river, and overlooking the Bingen Loch (a gorge that here pierces the mountain range), is the celebrated stronghold of Ehrenfels, once a seat belonging to the Archbishops of Mayence, and where lived Bishop Hatto, whose name is unreasoningly connected by Southey with his ballad on the Mäusethurm, or "Mouse Tower," that stands on a tiny islet washed by the Rhine. At BINGERBRUCK we pass on to the metals of the "Hesse Louis Railway," having its station at Bingen, on the opposite bank of the Nahe, which here unites with the greater body of the Rhine. At Bingen are the "Hôtel Weisses Ross," "Hôtel Victoria," and the "Hôtel Belle Vue."

Ere continuing our progress to Mayence, we should notice the branch line that at Bingerbrück diverges southward and threads its course along the lovely valley of the Nahe to CREUZNACH BAD, an inland health resort of high repute for the efficacy of its saline waters in various kinds of scrofulous diseases. Its undoubted medicinal advantages are admirably supplemented by a surrounding of superb scenery, including the steep red porphyry heights of Münsteram-Stein, crowned by the rugged ruin of Rheingrafenstein; while amongst promising excursions farther afield are those to the ancient towns of Oberstein and Sobernheim, and the fine old ruined Castle of Dhan—each a fresh centre of pictorial attractions. The leading hotels

at Creuznach Bad are the "Kurhaus," "Hôtel Adler," "Hôtel Grand du Nord," "Hôtel de Hollande," "Hôtel Pfaelzer Hof," "Hôtel Private Bain," "Hôtel Berliner Hof," "Hôtel Kauzenberg," "Hôtel Oranien Hof," "Hôtel Englischer Hof," "Hôtel Europaeischer Hof," "Hôtel Riedel," and the "Hôtel Royal." At Münster-

am-Stein are the "Hôtel Baum" and the "Kurhaus."

Travelling westward from Bingen we for a time leave the banks of the Rhine, which for the next few miles attains its greatest width, and flows through a succession of vine-clad hills and woodland cliffs. Rudesheim, which gives its name to a well-known vintage, is overlooked by the Niederwald, an imposing site for the stately statue of "Germania," which commemorates the Franco-German victories and the federation of the German Empire by the stirring national events of 1870 and 1871. Very near this, in the vineyards of Prince Metternich, grow those luscious grapes that produce the costly Johannisberg wines of Prince Metternich. The express occupies about half an hour in its run from Bingen by Gau-Algesheim, Ingelheim, and Budenheim, to the ancient archiepiscopal city of

MAYENCE.

Fares from London via Calais-1st, 85/-; 2nd, 62/-; Mxd., 81/-. Return-1st, 133/6; 2nd, 98/0.

" " via Ostend-1st, 73/9; 2nd, 53/6; Mxd., 69/0. Return-1st, 111/6; 2nd, 80/0

496 miles from Charing Cross via Calais. This important military post, long ago a Roman station, and in later days a thriving mediæval town, is one of the most strongly fortified cities of Germany, and provides accommodation for an immense garrison. Its situation at the junction of the Main and the Rhine, near the Taunus Mountains, permits access to much charming scenery. The town, which in 1397 was the birthplace of the ingenious Gutenberg, contains a splendid bronze statue of the great printer by Thorwaldsen; a noble Cathedral of fine proportions and much interest for its architectural details and monuments; some curious Roman remains; the Government House; and the Royal Palace, where will be found the civic library, the picture-gallery, and the museum. The General Post and Telegraph Office is at Alice Strasse. Its leading hotels are the "Hôtel de Hollande," " Hôtel d'Angleterre," "Hôtel Rheinischer Hof," "Hôtel Mainzer Hof," "Hôtel Pfaelzer Hof," and the "Hôtel zum Karpfen." At Biebrich, on the opposite bank of the Rhine, are the "Hôtel Europaeischer Hof," "Hôtel Rheinischer Hof," "Hôtel Belle Vue," and the "Hôtel Krone." But undoubtedly the greatest Continental importance of Mavence consists of its position as the key to the railway systems on either bank of the Rhine, and thence throughout the widely extending districts of southern Germany and

Austria. Crossing the Rhine, an express run of some fifty minutes affords communication with

FRANKFORT-ON-MAIN,

Farcs from London via Calais—1st, 88/6; 2nd, 65/-; Mxd., 83/6. Return—1st, 178/-; 2nd, 102/1.
... via Ostend—1st, 77/-; 2nd, 56/-; Mxd., 72/3. Return—1st, 116/-; 2nd, 84/6.

520 miles from Charing Cross via Calais. The populous city of Frankfort, on the banks of the Main, within a few miles of the picturesque Taunus Mountains, presents an attractive assemblage of modern mansions and old-world buildings. Its greatest historical interests are derived from its association with the coronations of the early German Emperors; and also from having been in 1749 the birthplace of the gifted Goethe; while it has long been known as the home of the Rothschilds, whose financial representatives are now to be found in the leading capitals of Europe. Amongst famous Germans commemorated by public statues are Schiller and Goethe; while Faust, Gutenberg, and Schöffer are associated with others who have rendered eminent services to the cause of literature.

Chief amongst the many fine public buildings are the Römer, where in the Kaisersaal hang the portraits of the old line of German Emperors who reigned from the eighth to the close of the eighteenth century. In the Stadel Art Institute are many valuable paintings and an extensive collection of engravings; while in the Bethmann Museum is a magnificent sculpture by Dannecker. Frankfort also owns a large Gallery of Paintings, and a Public Library. The Cathedral was erected during the fourteenth century. In the Zell is the General Fost and Telegraph Office. The leading hotels are the "Hôtel de l'Union," "Grand Hôtel du Nord," "Hôtel zum Schwan," "Hôtel d'Angleterre," and the "Frankfürter Hof."

Within twelve miles of Frankfort is Homburg, a gay inland watering-place, on a lofty site near the Taunus Mountains. Its leading hotels are the "Hôtel und Jahreszeiten," "Kurhaus," "Hôtel Belle Vue," "Hôtel Victoria," and the "Hôtel de Russie." The direct expresses from Frankfort respectively running via Carlsruhe and via Strassburg to Bale for Switzerland and Italy are supplied with through carriages, and a sleeping-car is attached to the night train on the former route.

Returning to Mayence, we should now point out the route of those through expresses which, in conjunction with trains from Charing Cross, Calais, and Ostend, start from Cologne and proceed direct to Vienna. After quitting Mayence, a journey of some forty minutes westward brings us to DARMSTADT, the pleasantly placed capital of Hesse-Darmstadt, where lived and died the



THE KAISERBERG, NURPMBERG.

beloved and lamented Grand Duchess of Hesse-Darmstadt and Princess Alice of England, commemorated by the Alice Hospital. At the stately Residenzschloss, or ducal palace, is a picture-gallery. containing several hundreds of paintings, including some works of Holbein, Raphael, Rembrandt, Rubens, Vandyke, and Velasquez: a museum of armour and antiquities; and a library of some 500,000 volumes. The leading hotels are the "Hôtel Prinz Carl," "Hôtel Koehler," "Hôtel Traube," and the "Hôtel Darm-

Quitting Darmstadt we speed on to ASCHAFFENBURG, where is a royal palace; thence to WURZ-

> BURG, fifty-six miles distant, the seat of a University. and a handsome Residenz of the 18th century, containing nearly 400 rooms: and, sixty-four miles further. reach the spot where in 1836 was opened the first railway in Germanybeing a short line of three and a half miles that extended from Furth to our present destination,

NUREMBERG.

Fares from London-1st, 110/0; 2nd, 83/0.

674 miles from Charing Cross via Calais, Artists, antiquarians, and poets alike have loved to linger "in the valley of the Pegnitz, where, across broad meadow lands, rise the blue Franconian mounand "Nuremberg, the ancient, stands." Abounding with interest are the romantic records of its hoary past, when the proud patricians and wealthy burghers of Nuremberg made their free city a mercantile power of mediæval Europe, and maintained commercial and political rivalry with the wealthy republics of Venice and Genoa. Bravely, too, did their Protestant successors, under an imperial rule, enter upon and sustain their share in the Thirty Years' War. Even more lasting have been the labours of the architects, the sculptors, the cunning craftsmen, and the artificers, to whose ingenuity we owe the first watch, and many an original invention, and whose indomitable perseverance during bygone centuries not only attracted to Nuremberg the custom of a continent, but contributed to such an assemblage of picturesque buildings and gorgeous churches as can nowhere else be found. And possibly yet more permanent, and certainly more world-wide in their influence than all the other glories of Nuremberg, have been its artists' lines and its poets' rhymes, for, as Longfellow truly sings,-

"Not thy Councils, not thy Kaisers, win for thee the world's regard;
But thy painter, Albrecht Dürer, and Hans Sachs, thy cobbler bard."

Encircling the venerable town, which contains about one hundred thousand inhabitants, is a grey-turreted double wall, overlooking the deep moat, and pierced by fourteen gates. In the days of Nuremberg's pride, this rampart, mostly designed by that many-sided genius Albrecht Dürer, was surmounted by four hundred towers, but of these only seventy-four remain. Within this area, and spread over five hills, are numerous quaintly irregular streets, where we may find such elegantly sculptured fountains as the celebrated Schöne Brunnen, or the Beautiful Fountain, a choice work of Schongauer; also the Gänse-männchen, or other gems of Gothic architecture. Perhaps one of the most satisfactory and comprehensive views of the town is that from the ramparts of the Kaiserberg, an imposing fortress, where in bygone times resided several Emperors of Germany. Hence we may see "a panorama of quaint-roofed houses and dark towers, broad masses of ancient masonry, glorious old churches, pinnacles, and spires," scattered in picturesque profusion. Another charmingly characteristic glimpse of the carved timber house-fronts overhanging the river is obtained from the Königs Brücke, approached from the Konigs Strasse, the principal com-

mercial centre of Nuremberg.

Amongst the noble churches that well deserve attention is the exquisite Gothic design of St. Sebald's-a building that, having occupied nearly four centuries in its erection, naturally partakes of many styles; but deserves special commendation for the architectural beauty of its choir; a wonderful window of painted glass by Hirschvogel: the marvellous St. Sebald's Shrine, a canopied design of richly chased bronze, adorned with open-ornament and embracing nearly one hundred figures, which for fifteen years employed that prince of metal-workers, Peter Vischer, who was assisted by his five sons : and the "Entombment" of Albrecht Dürer. Near this church is the parsonage, with its exquisite oriel window. St. Lawrence's Church, on the southern side of the river, is remarkable for its finely sculptured west front; the well-known Volkamer Window, considered a masterpiece of colour and design; and the splendidly carved Ciborium of white stone, having a height of some sixty feet, and adorned with nine richly sculptured compositions depicting scenes from the Passion and Crucifixion of Christ. The entire work was executed by Adam Krafft with the aid of two assistants. Another beautiful work of art is the "Annunciation" of Veit Stoss, a unique specimen of wood-carving.

Amongst other sacred edifices of special note are the Aegidienkirche, and also the Roman Catholic place of worship known as the Frauenkirche, which possesses an elaborately decorated porch. Next in order we might visit the old cemetery of St. John; and on our way thither, along the Seilersgasse, should inspect seven curious sculptures or bas-reliefs, depicting the seven stations of the Cross on the Via Dolorosa, executed many centuries ago by Adam Krafft, at the expense of one Martin Kötzel. Amongst some 3,500 gravestones in the burial-ground, which has been used for more than six centuries, may be found those of Albrecht Dürer, that eminent artist, engraver. sculptor, and engineer, whose works adorn most of the great galleries of Europe; and that of the wise cobbler Hans Sachs, whose witty writings (many of which were levelled against Roman Catholic superstitions and greatly furthered the popular Reformation) comprised nearly five thousand poems, about seventeen hundred tales, and over two hundred plays. Both these talented Nurembergers are commemorated by statues in prominent positions, and a pilgrimage to their former homes is considered amongst the correct

things for tourists to the town on the Pegnitz.

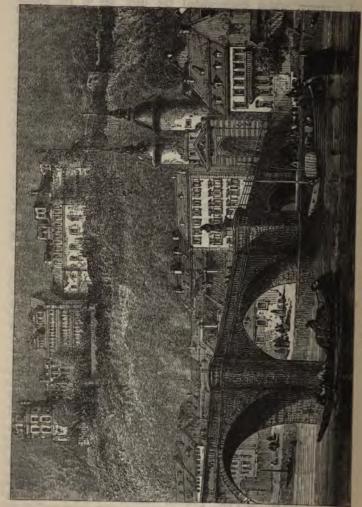
At the ancient Rathbaus we find the old centre of Nurembergian government. The present Town Hall is an Italian design of the seventeenth century, which incorporates much of an earlier building that was fully supplied with dungeons and all the horrible paraphernalia of tyranny, which distinguished the dark era of the Middle Ages. In the Germanic Museum are stored most interesting national collections of antiquities and curiosities, works of art in painting and sculpture, armour, coins, and rare manuscripts; also a choice array of goldsmiths' work, painted glass, carvings, and other industries peculiar to the old town, whose bygone boast was that "Nuremberg's hand goes through every land." Incidentally we may mention that amongst the nineteenth-century mercantile interests are immense railway-carriage works; lead-pencil factories, issuing annually some 250,000,000 pencils; a large exportation of children's toys, collected here from the Thuringian forests; and the production of that edible dainty, Nuremberg gingerbread. The General Post Office is near the Rathhaus, and a Telegraph Office is at the station. As a railway junction, Nuremberg owns a direct connection for EGER, and the famous hot springs of CARLSBAD, also to the picturesque Bohemian capital, PRAGUE.

The leading hotels of Nuremberg are the "Hôtel zum Württemberger Hof," "Hôtel Bayrischer Hof," "Hôtel zum Strauss," "Hôtel Deutschen Hof," "Hôtel Rothes Haus," "Hôtel Restauration and Café zur Himmelsleiter," and the "Hôtel Goldner Adler."

After leaving Nuremberg, the express still proceeds in a southeasterly direction towards Regensburg, an ancient city of Bavaria, and at *Passau* crosses the Austrian frontier, steams on to

Linz, and thence speeds direct eastward to VIENNA.

Again returning to Mayence, we should now briefly describe the route followed by the Munich expresses that travel via Darmstadt to old Heidelberg, beautifully situated in the luxuriantlywooded valley of the Necker, and ever famous for the vast and picturesque masses of crumbling ramparts, sculptured halls, lofty towers, and stately terraces that form the grey but leaf-enshrouded ruins of its once grand Electoral Castle, where in regal splendour reigned the Elector Palatine of the Rhine: the buildings of its timehonoured University, a foundation of the fourteenth century; and St. Peter's Church, to the door of which Jerome of Prague affixed his paper of theses, and where are interred the remains of Olympia Morata. The leading hotels are the "Hôtel Prinz Carl," "Hôtel Adler," "Hôtel Schrieder," "Hôtel de l'Europe," "Hôtel zum Darmstädter Hof," "Schloss Hôtel," "Müller's Victoria Hôtel," "Lang's Private Hôtel," and the "Grand Hôtel." Speeding southward to Bruchsal, the train diverges to the left, and soon reaches Muhlacker, where it joins the main line of the "Orient Express" from Paris, which proceeds by way of STUTTGART, the important capital of the Kingdom of Württemberg. Its leading hotels are the "Hôtel Royal," "Hôtel St. Petersburg," "Hôtel Marquardt," "Hôtel Textor," and the "Pension Wankel." The next important



HEIDELPHIKG CASTLE, PROM THE NECKAR.

station is ULM, from which point we run to Augsburg, once a city of wealthy bankers, and yet of note for its extensive financial transactions. The principal hotels are the "Hôtel Bayerischer Hof," "Hôtel zu den Mohren," "Hôtel Golden Traube," and the "Hôte Weisses Hamm." Little more than an hour after quitting Augs-

burg, the express reaches MUNICH, en route to VIENNA.

Our next journey from Mayence is to Baden Baden and the Black Forest, traversing the preceding route as far as Bruchsal, whence an extension southward leads to CARLSRUHE, the ducal capital of Baden, containing a handsome Palace, Academy, and Library. Its leading hotels are the "Hôtel Germania," "Hôtel Grosse," "Hôtel Grüner Hof," and the "Hôtel zum Erbprinz." Half an hour later, our train reaches Oos, whence diverges a short branch to that celebrated watering-place BADEN BADEN, formerly a favourite spot with incipient or pronounced gamblers, but now possessing a far more enviable reputation as one of the most fashionable inland health resorts known to nineteenth-century Europe. A place of much natural beauty, admirably heightened by art, and adorned with such handsome buildings as the Trinkhalle, the Friedrichsbad, and the Conversationshaus; abounding with charming gardens and shaded promenades; and within walking or driving distances of many entrancing view-points on the Schlossberg, in the Rhine Valley, or amidst the aromatic pine-woods of the Black Forest, it is scarcely surprising that the season at Baden Baden attracts an assemblage of some forty thousand visitors, who resort to the pump-room and baths, famed for their thermal springs, or join in an endless round of assemblies and entertainments, in many phases little differing from society life at home. Its leading hotels are the "Hôtel Victoria," "Hôtel Stephanienbad," "Hôtel de Russie," "Hôtel de France," "Grand Hôtel Belle Vue," "Hôtel d'Angleterre," "Hôtel St. Petersburg," "Conversationshaus," "Hôtel Badischer Hof," "Hôtel de l'Europe," "Hôtel de Hollande," "Hôtel Stadt Baden," and the "Hôtel Zähringer Hof."

Returning to Oos and speeding southward, we pass Appenweier Junction on the main line to Strasburg, which is also the station for a branch to Oppenau, and then come to Offenburg, where we may exchange carriages by joining those of the "Schwarzwald Railway," that penetrates the recesses of those wonderful woodlands known as the Black Forest. This marvellous feat of modern engineering, of which fifty miles cost some £1,250,000, comprises no fewer than 38 tunnels and 142 bridges, and extends in a southeasterly direction by a steep and devious course, crossing the pineclad mountains, vià Gegenbach, Biberach Zell, to Hausach, whence a branch diverging to Wolfach affords communication with Rippoldsau, a small forest centre, where are the "Hôtel zum



THE FALLS OF TRIBERG.

Erbprinzen," "Hôtel Goeringer," and the "Badeigenthümer." From the next station. HORNBERG, a little forest township, engaged in the watch manufacture, we ascend a gradient of one in fifty, which in its onward course embraces winding rock-terraces. sharply-curving subways, and numerous lofty viaducts, attaining at its summit a height of 2,700 feet above sea-level; and there, amidst the regions of the upper forests, we may gain some idea of the difficulties besetting the construction of that narrow iron road by which we have approached Triberg, another home of the watchmakers, but perhaps better known by the tourist race for the famed Falls of Triberg. that descend some four hundred feet through a rugged gorge in the thickly-wooded cliffs. Here are the "Schwarzwald" and the "Lion" hotels. Yet onwards we haste, gaining en route startling views of the distant snow-capped Alps, the vast forest, and the railway that winds below, and

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over which we careered long before passing Triberg, and after clearing Peterzell-Königs and Kirnach reach Villengen. The remainder of the route has stations at Marbach, Donaueschingen, Neudingen, Immndingn, Hattingen, Engen, Muhlhausen, and terminates at Singen, 93 miles from Offenburg, and on the line which affords westward communication with Constance; while eastward, via the Falls of Schaffhausen, the tourist may reach Bale or pause at Albbruck, whence a diligence ride of about sixteen miles leads to the exquisite scenery surrounding St. Blasien, once the site of a wealthy Benedictine monastery, which now in its picturesque ruin forms one of the fairest spots in the fertile glen of Albthal; while within a few miles. at Hohenfels, is one of the loftiest and finest view-points of the Black Forest. Here is the "Hôtel St. Blasien." Without doubt much of the attractiveness ever associated with the great German forest is due to the concentration of many widely-varying beauties within a limited compass, and in this respect it may well compare with the English Lake District. Shining landscapes here lie in striking contrast with sombre woodlands; sparkling waterfalls descend amid wild black rocks or cliffs gay with verdure; and smiling forest villages nestle near precipitous heights and lofty mountains; while far away on the upper slopes of the hills are acres upon acres of still, peaceful pine-forests, whose trees have themselves shed a silent thick carpet of prickly pine-needles, along which we may wander without a sound, save the soft whispers of the wind, or its wilder gusts when it shakes the forest in its fury. Indeed, take it "for all in all," we may well deem the Black Forest a treasureland of exceeding beauty.

Returning to Offenburg, on the eastern main line of railway between Mayence and Frankfort, and Bale, we should briefly describe the continuation of its southern course through luxuriant scenery, bordered eastward by wooded hills, and westward by the Rhine, via Dinglingen, Kenzingen, Riegel, Emmendingen, and Denzlingen, to Freiburg, the picturesque capital of the Breisgau, where by the pretty scenery around Ebnet we may penetrate to the Höllenthal Pass and other scenic features of the Schwarzwald. It is the seat of a University; owns a remarkably fine twelfth-century cathedral, and will be remembered as the birth-place of Barthold Schwarz, the Franciscan monk, who in 1340 discovered the use or abuse of gunpowder. Another run of thirty miles by Krotzingen, Muhlheim, and Leopoldshohe, brings us to Bale, on the banks of the Rhine, whence we may travel forward to Berne, or through Lucerne and the St. Gothard Tunnel

reach the Italian Lakes and the principal cities of Italy.

Again we return to the important railway centre of Mayence for the direct route via Nieder-Olm, Worrstadt, Armsheim, Aizey,

Wahlheim, Morschheim, and Kircheimbolanden to MANNHEIM, a prosperous commercial centre at the confluence of the Necker with the Rhine. Its leading hotels are the "Hôtel Pfälzer Hof."

"Hôtel Deutscher Hof," and the "Hôtel Landsberg."

Once more we start from Mayence, but now travel over the western bank of the river, passing Bodenheim, Oppenheim, Alsheim, and Osthofen, en route to the ancient city of WORMS, which in mediæval times witnessed the bold testimony of Martin Luther at the Imperial Diet of 1521, and in 1525, through the combined work of Tyndale and Schöffer, gave to England the first New Testament in the language of its people. The events of this momentous era are commemorated by the magnificent monument that, standing in Luther Platz, bears a statue of the great German Reformer, and associates with him those of honest John Huss, fearless William Wycliff, and nine other kindred spirits who shared in the toils and the triumphs of the Protestant Reformation. Chief of its public buildings is the Romanesque Cathedral. At Worms are the "Hôtel Hartman," "Hôtel de l'Europe," and the "Hôtel alter Kaiser." Within a journey of eighty minutes via Ludwigshafen and Schifferstadt we may reach SPEYER or Spires, another spot ever venerated in history for the memorable "Protest" made in 1529 to the Diet of Spires, which not only defined the principles of the Reformation leaders, but conferred a lasting and distinctive name on themselves and their successors in the faith. The Cathedral, a splendid Romanesque structure, was founded by the Emperor Conrad in the tenth century. A short branch railway of some sixteen miles affords communication between Speyer and Heidelberg; while via Heiligenstein, Germersheim, Worth, and Lauterburg, the traveller may reach STRASS-BURG, previously noted en route from Paris to Vienna. Here by joining the express that has travelled thence from Brussels by way of Luxemburg and Metz, a journey of less than three hours again brings us through Schlettstadt, Colmar, Bollweller, and Mulhausen to the well-known railway centre of BALE.

Having concluded our outlines of the direct traffic services from Charing Cross and Cannon Street to the Rhine, the South of Germany, Austria, Switzerland, and Italy, we now return to Cologne, in order that we may furnish similar particulars of the express arrangements for the principal cities of North Germany, and of the "Royal Mail" route via Berlin to St. Petersburg. Our first journey will be with the fast trains running—in connection with the day and night mail despatches from London—to the great German seaport of Hamburg, whence expresses proceed respectively to Kiel and Nyborg. From these ports are steamers that at once

sail for Korsoer, whence are direct services to Copenhagen.

Forty minutes after leaving Cologne the express pauses at Dusseldorf, then runs on by Duisburg to Oberhausen, which is succeeded by Wanne, where we leave the main line to Berlin and turn off in a north-easterly direction to MÜNSTER, three hours later reaching BREMEN, a populous city on the Weser, ere arriving at

HAMBURG.

Fares from London via Calais—1st, 108/6; 2nd, 80/-; Mxd., 96/6. Return—1st, 175/3; 2nd, 130/3, " via Ostend—1st, 97/3; 2nd, 71/9; Mxd., 85/3. " 1st, 154/0; 2nd, 114/-

660 miles from Charing Cross via Calais. The extensive port of the Elbe, which is here lined by some three miles of quays, is one of the principal cities of the German Empire, owning a maritime position of considerable importance, and annually dealing with over three million tons of shipping, the total value of the cargoes here loaded or discharged amounting to nearly £80,000,000. Although Hamburg was founded by Charlemagne as early as the ninth century, the disastrous fire of 1842, by the destruction of nearly two thousand buildings, effected a complete transformation in the city. Amongst the numerous fine structures which adorn the thoroughfares, the more noteworthy are the Johanneum College, the Kunsthalle, the Exchange, the Law Courts, and the spacious Opera House. Near the Exchange is the General Post and Telegraph Office. St. Nicholas's Church is remarkable for its elegant Gothic work and lofty spire; the latter being nearly equalled by the tower of St. Michael's, which rises to a height of some 250 feet. The leading hotels are the "Hôtel Hamburger Hof," "Streit's Hôtel," "Hôtel Victoria," "Hôtel de l'Europe," and the "Hôtel St. Petersburg."

Our next departure from Cologne will be by the "Dresden, Berlin, and St. Petersburg Express," which, via Dusseldorf, Hamm, and Minden, proceeds to Hanover, where such quaint structures as the fifteenth-century Rathhaus, the Church of St. George, the handsome dwelling of the philosopher Leibnitz, and other old-world remains, stand in curious contrast to the splendid mansions and fine public buildings of the modern town. The magnificent Königliche Schloss and the Schloss Herrenhausen are well-known royal palaces; and these, with the Public Library, the Museum, and the Industrial Exhibition, are the principal attractions. Its leading hotels are the "Hôtel Royal," "Spanier's Hôtel," "Union

Hôtel," "British Hôtel," and the "Hôtel Continental."

Resuming our eastward journey, in about twenty minutes we reach the busy junction of Lehrte, whence a branch diverges to the old city of Brunswick. The main route from Lehrte Junction leads on to Oebisfelde, where passengers for Dresden turn aside by the south-eastern line to Magdeburg. Seventy-four miles farther

we pass Leipsic, the centre of the Continental book trade; after which the express only pauses at Riesa, ere it arrives at

DRESDEN.

Fares from London via Calais—1st, 129/-; 2nd, 95/6; Mxd., 111/6.

823 miles from Charing Cross via Calais. The capital of Saxony, so well known for the exquisite china that bears its name, and even of wider repute for the boundless treasures of its art-galleries, occupies a picturesque position on the banks of the Elbe. During later years Dresden has, from its nearness to the wildly unique scenery of the Elbe Valley, become a place of much popularity with tourists, who make it their headquarters while they explore the well-nigh inexhaustible beauties of Meissener, Hochland, or the Saxon Switzerland, famous for its romantic combinations of rock and valley scenery, and grand prospects from the Baski or other

scattered elevations.

Chief amongst the attractions of the city are undoubtedly the marvellously rich and extensive collections of paintings, miniatures, engravings, drawings, antique statuary, casts, porcelains, minerals, jewels, tapestries, mosaics, gold and silver work, armour, coins, antiquities, historical relics, and natural history specimens stored in the galleries of the Zwinger, the Museum, and the royal palaces. No fewer than 2,300 pictures are hung on the walls, and amongst these are choice examples by Canaletto, Correggio, Holbein, Raphael, Rembrandt, Titian, Paul Veronese, and others of the old The fine prints and engravings comprise some 350,000 copies; and the library of the Japanese Palace, besides its valuable assemblage of manuscripts, maps, and pamphlets, contains nearly half a million volumes. The principal churches are the Liebfrauen Kirche, the Kreuz Kirche, the Sophienkirche, and the Hofkirche. The Schloss and the Opera House are of much architectural merit. The General Post Office is in the neighbourhood of the Zwinger, and the Telegraph Office in Waisenhaus Strasse.

The leading hotels of Dresden are the "Hôtel Bayerischen Hof,"
"Hôtel British," "Hôtel Belle Vue," "Hôtel de France," "Hôtel
de Saxe," "Hôtel Union," "Hôtel du Nord," "Hôtel Lingkes,"
"Hôtel Preussischer Hof," "Hôtel Rheinischer Hof," "Hôtel Stadt
Berlin," "Hôtel Stadt Gotha," "Hôtel de Rome," "Hôtel Stadt
Petersburg," "Hôtel Strassburger Hof," "Hôtel Stadt Moskau,"
"Union Grand Hôtel," "Hôtel Victoria," "Hôtel Webers," "Hôtel

zum Goldenen Engel," and the "Hôtel Kronprinz."

Returning to Oebisfelde on the main line eastward, we again hasten on, make a brief pause en route at Stendal and Spandow, then, entering the precincts of the great German capital, pass Lehrter,

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and eall at Charlottenburg, Friedrichsstrasse, Alexanderplatz, and Schles Bahnhof, the four principal railway stations of

BERLIN,

Fares from London via Calais—1st, 119/6; 2nd, 88/-; Mxd., 104/5. Return—1st, 194/-; 2nd, 146/-, " via Ostend—1st, 108/-; 2nd, 79/6; Mxd., 33/-. ", 1st, 173/3; 2nd, 128/9.

745 miles from Charing Cross via Calais. The University city of Berlin-the thriving, busy, and growing centre of the German Empire—is situated in the wide Spree Valley, which, if viewed from the hill of Kreuzberg, will for some distance be seen covered with the stately public buildings, well-built thoroughfares, imposing squares, and ornamental gardens that compose the handsome capital of the Hohenzollerns. Like many other great towns, Berlin sprang from very humble proportions, and but six centuries ago consisted of two fishing-villages-one on either side of the river-later on united as one town, which for a time was incorporated with the Hanseatic Confederation. But no great advances were made previous to the seventeenth and eighteenth centuries, noteworthy for the energetic and enterprising regimes of the great Elector Frederick William, Frederick I., and the celebrated Frederick the Great. The latter monarch, even while residing at his favourite Potsdam, now easily reached by rail, was not unmindful of Berlin, but made considerable additions to the city; and at his death, in 1785, left in it a population of 145,000, which in little more than one hundred years has increased to some 1,300,000 inhabitants. While many political changes have contributed towards its rapid growth, the German capital is greatly indebted to its annually-increasing manufacturing interests, and to its position in the centre of a vast Continental railway system for the rank that it now enjoys amongst the cities of Europe.

While Berlin can boast of numerous fine thoroughfares, such as the Friedrichsstrasse; the Königsstrasse, where is the handsome Rathhaus; the Leipzigerstrasse; and the aristocratic Wilhelmsstrasse; the palm for beauty here, if not in Europe, must certainly be accorded to the Unter den Linden, a magnificent avenue nearly two hundred feet in width, a mile in length, traversed by a central footway, and shaded by groves of limes and chestnuts. It passes from the Opera Platz—where stands a remarkably life-like and colossal bronze equestrian statue, by Ranch, of Frederick the Great—towards its western termination at the well-known Brandenburg Gate, an imposing classical gateway, happily designed by Langhaus after the Prophylæa at Athens, and surmounted by a spirited "Car of Victory." Between the massive Doric columns are five carriage roads, the central avenue being strictly reserved for the use of the royal family. Still farther westward is the exquisite Thiergarten, a



THE BRANDENBURG GATE, BERLIN.

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grandly-timbered park of six hundred acres, intersected by numerous drives, adorned with broad lakes, and possessing choice glimpses of forest scenery. In the vicinity of the Thiergarten are spacious Zoological Gardens, abounding in natural beauty; the mausoleum of Frederick William III. and Queen Louise, containing an exquisite sculpture of the Queen by Ranch; and the Sieges Allee, a fashionable promenade, leading to the Königs Platz, a splendidly-laid-out square, adorned with gardens and fountains, and forming a noble site for the massive trophy of "Victory" which commemorates

the successes of the German armies.

The most ancient of the Berlin palaces is the Schloss, occupying a site on one side overlooking the Lustgarten and on another the river, originally erected in the fifteenth century by the Elector Frederick II., and since considerably enlarged, until it now comprises about six hundred apartments, including the splendid White Saloon, lined with marble statuary; the Palace Chapel, richly decorated with costly frescoes and marbles; the Rittersaal, where stands a silver throne; and the Picture Gallery, hung with portraits and historical paintings. At the entrance is a fine bronze, entitled "The Horse Tamers," by Baron Clodt; while "St. George and the Dragon," by Kiss, stands in the court. On the opposite side of the Lustgarten is the Old Museum, a noble Ionic elevation by Schinkel. providing accommodation for the picture galleries, which contain nearly fifteen hundred paintings; the sculpture saloons, where are about one thousand subjects; and several rooms of antiquities. Adjoining this is the New Museum, devoted to engravings and curiosities, casts of sculpture, and various antiquities. In the same neighbourhood is the National Gallery, possessing numerous pictures of the present era, its more noteworthy treasures being the frescoes of the two Cornelius Saloons.

In the vicinity of the Opera Platz, which has been previously mentioned as the eastern termination of the Unter den Linden, are some of the finest palaces and public buildings of Berlin. Here are the Palace of the Emperor; the Palace of the Crown Prince; the University, which includes museums, laboratories, and a library, has a staff of 100 professors, and provides tuition for 3,600 students; the Academy of Art and Science; the Royal Library, containing, in addition to 15,000 manuscripts and 900,000 volumes, valuable relics of Luther and Melanchthon, also Gutenberg's first Bible, and some choice miniatures by Lucas Cranach; the spacious Opera House; and the Arsenal, an immense building, wherein are extensive collections of military curiosities. Some of the most striking sculptures in the capital are those which adorn the Schloss-Brücke, being a series of eight groups in marble depicting scenes in the life of a warrior. The Aquarium and the Kaiser-Galerie are in the

Unter den Linden; and the Botanical Gardens-of European celebrity, and containing some twenty thousand species of plantsare to be found at the village of Schöneberg. Amongst other places of interest are the Industrial Museum and the Monjibon Schloss. where are the Hohenzollern Museum, the Architectural Museum, and the Agricultural Museum. Berlin possesses a cathedral and about sixty churches. The Exchange is a stately structure near the Friedrichsbrücke, and has a hall capable of accommodating three thousand persons. General Post Offices are to be found in Königsstrasse and Spandauerstrasse; and the Telegraph Office is in Oberwallstrasse. The principal hotels are the "Hôtel Norddeutscher Hof," "Hôtel d'Angleterre," "Hôtel du Nord," "Hôtel Victoria," "Hôtel de Rome," "Hôtel Royal," "Hôtel St. Petersburg," "Hôtel Kaiser Hof," "Hôtel Impérial," "Hôtel de France," "Hôtel British," "Hôtel Stadt Hambourg," "Hôtel Rheinischer Hof," "Hôtel Meinhardt," "Hôtel Ascanischer Hof," "Hôtel Dresdener Hof," "Hôtel Frederick," "Hôtel de Brandebourg," "Hôtel de Magdebourg," "Hôtel König von Portugal," "Hôtel de l'Europe," "Hôtel Belle Vue," "Hôtel Métropole," "Hôtel Hohenzollern," "Hôtel Seniors," "Hôtel Central," "Hôtel Continental." "Hôtel Bauer," "Hôtel de Russie," "Hôtel Schlosser," "Hôtel Stadt London," "Hôtel Grossfürst Alexander," "Hôtel Sanssouci," and the "Hôtel Westend."

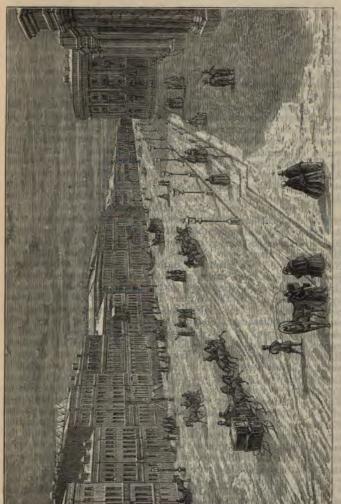
We now proceed to the railway station (Schlesischer Bahnhof), and join one of the "Royal Mail" expresses which each night and morning depart from Berlin on their journey of one thousand miles to the northern regions of St. Petersburg. Quitting the German capital, we speedily run in a north-easterly course towards Dirschau, Königsberg, Eydtkuhnen, and Wirballen (Customs) on the Russian frontier. Hence we proceed by way of Wilna and Dunaburg, and

about forty-two hours after leaving Berlin reach

ST. PETERSBURG,

Fares from London via Calais—1st, 275/-; 2nd, 204/6; 3rd, 221/6, "via Ostend—1st, 263/0; 2nd, 196/3; 3rd, 200/9.

1,728 miles from Charing Cross via Calais. On the banks of the clear and rapid Neva—in summer a volume of rushing waters, in winter a sheet of shining ice, and throughout the year an indispensable avenue of traffic—rise the majestic palaces, the immense churches, and the handsome public buildings that belong to the vast imperial city of St. Petersburg. The capital of the Russias is in many senses unique; and for this aphorism we find ample proof in the extent of such magnificent thoroughfares as the Nevski Prospect the Russian Regent Street, about three miles in length; in the size and splendour of the Czar's Winter Palace (which during the residence



THE NEVSKI PROSPECT, ST. PETERSBURG.

of the Court accommodates over six thousand inhabitants); in the lavish expenditure of £3,000,000 on that gorgeous ecclesiastical edifice, St. Isaac's Cathedral; in the loftiness of the Alexander Column, a single shaft of red granite 84 feet in length; and in the proportions of that stately bronze equestrian statue of Peter the Great, which occupied seventeen years in its construction, weighs sixteen tons, and stands on a solid pedestal of granite, 1,500 tons in weight.

St. Petersburg is essentially the thought and creation of that most eccentric monarch Peter the Great, who in 1703 conceived the idea of raising a marine capital on piles, which were to be driven into the marshy levels then bordering the Neva. It now possesses long ranges of granite quays, wide streets, and spacious squares, with clustered buildings surmounted by gilded domes and lofty towers. Amongst the two hundred churches of the city, mention should be made of two other cathedrals in addition to St. Isaac's—namely, those dedicated to St. Peter and St. Paul, and to Our Lady of Kizan.

No fewer than twelve royal palaces have been erected in the capital; and of these we should remember the Taurida Palace, with its magnificent ball-room about 320 feet in length, which absorbs 20,000 wax candles for its illumination; the Orloff Palace; and the Michaeloff Palace, now occupied by the School of Engineers. Neither should we omit to notice the priceless art-treasures, jewellery, gems, and other curiosities, with relics of Peter the Great, stored in the Hermitage, that singular supplement attached by Catherine II. to the Winter Palace. Here is the Russian regalia, including the celebrated Orloff diamond, weighing 185 carats, and valued at £380,000; and here are hung nearly 1,800 choice paintings of the principal European schools, including examples by Caracci, Claude, Cuyp, Guido, Murillo, Raphael, Rembrandt, Rubens, Teniers, Van Dyck, Velasquez, and Wouvermans. In the Imperial Public Library is to be found the valuable Codex Sinaiticus, together with 25,000 other manuscripts, and more than 1,000,000 volumes stored in one of the finest reading-rooms in Amongst other structures of note are the great buildings of the Admiralty, the University, the School of Mines, and the Exchange; while last, but not least, we should name the primitive timber cottage where dwelt the great Russian dictator while he superintended his toiling army of workmen and beheld his city rise under their hands. The General Post and Telegraph Office is in the Potchtamskaia. The principal hotels of St. Petersburg are the "Hôtel d'Angleterre," "Hôtel de l'Europe," "Hotel de France," "Hôtel Grand," "Hôtel Kasery," "Hôtel de Paris," "Hôtel de Russie," and the "Hôtel Znamenskaja,"

III. — CHARING CROSS AND CANNON STREET TO CANTERBURY, WHIT-STABLE, SANDWICH, DEAL, WAL-MER, ST. LAWRENCE, RAMSGATE, AND MARGATE.

ALTHOUGH the old days of the "Canterbury Pilgrims" have long ago passed away, yet since the completion of railway communication between London and Canterbury in the year of grace 1846, pilgrimages to Canterbury have been, if possible more popular than ever, much cheaper, and enjoyed with far less expenditure of time. Indeed, the balance of delight certainly lies with the nineteenth-century pilgrim, who by means of the iron horse can as easily extend his journey to "The sea! the sea! the open sea!" as visit the "gray cathedral," towering aloft in its fair Kentish valley, or may include both within the limits of a summer day, and at its close return with all speed and certainty to the scenes and surroundings of London. While thousands thus avail themselves of the facilities afforded by the "South Eastern Railway," others, desiring to make a longer sojourn amidst the rural and seaside charms of East Kent, annually make their centre at Canterbury, Deal, Ramsgate, or Margate, and thence by a series of short excursions view the principal features of interest throughout the district.

Travellers from Charing Cross, Cannon Street, and London Bridge, by the special express services of the "South Eastern," are conveyed thither by way of Chislehurst and Sevenoaks to Tunbridge Junction, where passengers from Reading, Aldershot, Guildford, Dorking, and Reigate join the main-line trains. Hence a level run of some twenty-six miles through

the rich rural scenery of the Kentish Weald via Paddock Wood—a junction for Maidstone, Stroud, and Gravesend—Marden, Staplehurst, Headcorn, and Pluckley brings them to Ashford Junction, a busy centre of traffic extending eastward by the trunk route to Folkestone and Dover; southward to Lydd, Rye, and Hastings; and northward to Canterbury, Whitstable, Sandwich, Deal, Ramsgate, and Margate.

Having in a previous section thus far described our coastward journey, we now leave the main line to Dover, with the Hastings branch, bearing away on our right. Entering the fertile Stour Valley, we view on our left the town of Ashford, in which the old parish church is the most striking feature; then pass the new buildings of Ashford Grammar School; and after a run of nearly three miles, skirt the well-kept course celebrated for that annual local carnival-Wye Races-ere we pause at WYE station. This little township of some fifteen hundred inhabitants owns a parish church and two endowed schools; one of which, known as Wye College, was originally founded as a religious house by Cardinal Kemp, a native of the village, who successively filled the Sees of Rochester, Chichester, and London; then for twenty-five years occupied the Archiepiscopal Chair of York, and attained the summit of ecclesiastical dignity as Archbishop of Canterbury from 1452-1454.

Hastening onward, we perceive, about a mile on our left, the church of Boughton Aluph, then enjoy a grand prospect of leafy woodlands, and near the winding river see the parish church and beautiful deer-park of Godmersham. In a few minutes we observe, within picturesque park-lands commanding exquisite views, the ancient Norman remains of Chilham Castle—a grey stronghold which stands near the site of an earlier Saxon fortress, and still earlier Roman station. The adjoining Tudor mansion is now the seat of Major Charles Stewart Hardy. The parish church of St. Mary's is a hand-some structure of the Decorated period, containing numerous

memorials, and is close to the interesting village of CHILHAM, which is reached through delightfully-wooded riverside scenery. A short run of some two miles next carries us by CHARTHAM, remarkable for its ancient parish church, which, amongst numerous monumental remains, contains several curious monuments, including one of the four oldest military brasses in England. The sacred structure is visible on our right; and not far distant are extensive paper mills, employing many hands. High up on Chartham Downs are the immense buildings of the East Kent Lunatic Asylum, having accommodation for nine hundred patients.

We now rapidly approach the luxuriant marsh meadows that for miles border the meanderings of the Stour, and have become so familiar to habitués of the Academy through the exquisite cattle studies of that gifted artist, Mr. Thomas Sidney Cooper, R.A., who resides at Vernon Holme, Harbledown, a pretty village near the higher woodland slopes on our left distance, and long ago immortalised by old Geoffrey Chaucer as—

"The little town, Which that ycleped is Bob-up-and-down Under the Blee in Canterbury way."

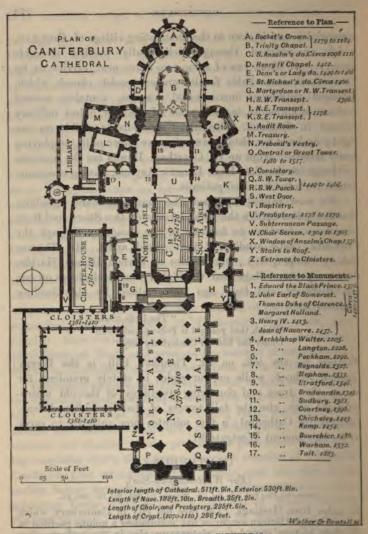
Farther to the left, on St. Thomas's Hill, is the Clergy Orphan School; while on our right, in stately grandeur, far above the trees and clustering dwellings of the old metropolitical city, rise the tall towers of that world-famed fane, Canterbury Cathedral; a few minutes now sufficing to carry us by the ancient Westgate to

CANTERBURY

(For Whitstable-on-Sea),

Fares-1st, 15/-; 2nd, 10/6; 3rd, 5/2. Return-1st, 22/6; 2nd, 16/-; 3rd, 10/-.

41 miles from Hastings. The rare old city of Canterbury, which for well-nigh thirteen centuries has maintained a unique position in English history, occupies a picturesque site in the verdant valley



of the Stour, here bounded by grass-clad hills or undulating tracts of fertile arable land and leafy woods. Within a wide radius of luxuriant pastoral scenery, abounding with residential mansions and substantial farm homesteads, are countless pleasant walks and charming drives; while lovers of landscape may, from such vantage-points as the time-honoured village of Harbledown-the site of Archbishop Lanfranc's ancient hospital dedicated to St. Nicholas-or the slopes of St. Thomas's Hill, gaze over a prospect of surpassing beauty, the majestic pile of Christ Church Cathedral furnishing a glorious and never-to-be-forgotten foreground to a picture which, in the dimly-outlined chalk cliffs of Pegwell Bay, hard by the spot that witnessed the landing of St. Augustine, receives its appropriate and equally memorable distance. Easily reached by rail or road are many favourite destinations for picnic parties; boating may be enjoyed on the river below Fordwich, a quaint little township but a few minutes from Sturry station; and amongst the principal attractions of the summer season are excursions to the primitive seaport of Whitstable, or to the more modern and fashionable watering-places of Hastings, Ramsgate, Margate, and Deal; while another delightful trip afforded by the "South Eastern Railway" is that which, through the fruitful Weald of Kent, extends to Tunbridge Junction, and thence to the ancestral shades of Penshurst, or the romantic rocks and breezy commons of Tunbridge Wells. An extension of this route also provides direct access to Reigate, Dorking, Guildford, Aldershot, and Reading, where the terminus is adjacent to the main line of the "Great Western Railway," for the Midlands, the West of England, South Wales, and Ireland.

Canterbury in its earliest days was probably a village of the ancient Britons; then assumed greater importance as the Roman station of "Durovernum;" as a Saxon settlement derived the name of "Cantwarabyrg;" and through Norman influence underwent other linguistic changes during the era of its greater prosperity in the Middle Ages, until it gradually assumed its present appellation. The city is now not only the capital of East Kent, but by ancient charter ranks as a county, having its own quarter sessions, and with the surrounding district returns one member to Parliament. Its garrison includes, with the troops attached to the 3rd Regimental District, the principal cavalry depôt of the service. The civic government is conducted by a mayor and corporation; while sanitary questions are administered through a local Board of Health, which not only provides an excellent system of drainage, but exercises an architectural supervision over the erection of all new buildings. The supplies of gas and water, the latter especially remarkable for its purity and abundance, are provided by the Canterbury Gas and Water Company. Although the city is the seat of extensive breweries and maltings, with iron foundries, tanneries, linen manufactories, and several minor industries, its staple prosperity is derived from the large agricultural district that, extending throughout the adjacent county, supports a weekly corn and hop market, also a lean-stock market, both of which are held on Saturday. A fortnightly fat-stock market takes place on alternate Mondays; and an annual fat-stock show, and a poultry show, are generally fixed in December. Probably the most noteworthy event of the Canterburian year is the grand Cricket Week, which occurs during the first complete week in August, and is not only celebrated for some excellent play, but, usually coming at the close of the Parliamentary Session, is the occasion for a large and aristocratic

assemblage of county and West End notabilities.

Ever pre-eminent amongst the ecclesiastical edifices of England. and certainly amongst those of Canterbury, is the fine cathedral, towards which we now wend our way. Shortly after leaving the station of the "South Eastern Railway" we find ourselves in the main thoroughfare, here known as St. Dunstan's Street, and, turning to the left, view the imposing mediaval portal of Westgate, an embattled fortification of the fourteenth century, and the only remaining gateway of the six that formerly afforded access through the ancient wall, yet to be traced in various parts of the city. By the road that crosses the Stour and passes between the towers and the old church of Holy Cross, we reach St. Peter's Street, and presently-again crossing the river-pass without a break into High Street, which at its termination has Mercery Lane diverging on the left and St. Margaret's Street leading to the right; while in a direct line ahead are successively the Parade, St. George's Street, and St. George's Place, the latter leading to Barton Fields, the site of numerous suburban villas lining the high road to Dover. At this point we turn aside through the narrow old-fashioned "Mercerie," trodden during bygone centuries by thousands of pilgrims to the sacred shrine of Thomas à Becket, and thus approach the Tudor portal of Christ Church Gate, erected in 1517 by Prior Goldstone. Under its massive arch we pass into the Cathedral Precincts, a select domain under the exclusive régime of that august body the Dean and Chapter, and behold Canterbury Cathedral, a gracefully-sculptured pile of Gothic stonework bearing the impress of centuries, its splendid array of architectural glories culminating in the symmetrical beauty of the Bell Harry Tower.

It is impossible within a few pages to particularise even a tithe of the momentous events which have here been enacted, or to tell but few of the many stories of the men who have lived out remarkable lives within sound of the cathedral curfew, and who are now

sleeping their last long sleep beneath the vaulted roof that enshrines their remains. Did "time and space" permit, we might also attempt to unveil "many a vanished scene" of regal glory, of ecclesiastical power, or of popular feeling connected with the multitudes who in the course of ages have streamed towards Canterbury, and passed away again, in some measure to enhance its fame. Although already well written, the lives of such primates as Augustine, Theodore, Dunstan, Alphege, Lanfranc, Anselm, Theobald, Richard, Walter, Langton, Peckham, Winchelsea, Reynolds, Meopham, Stratford, Bradwarden, Sudbury, Courtenay, Arundel, Chichele, Stafford, Kemp, Bourchier, Morton, Warham, Cranmer, Pole, Parker, Grindal, Whitgift, Abbot, Sancroft, Tillotson, and many others, not forgetting the late much - revered Archbishop Tait, might, in the tale of their lasting influences for good or ill, yet embrace volumes. But chief amongst such historical records will ever be those that relate the deeds of the dark 29th of December, 1170, which was sadly signalised by the murder of Thomas à Becket, who on that fatal Tuesday, "when the dying flame of day through the chancel shot its ray," was on the eve of being hurried by his attendants as a fugitive to his own church, there soon to be followed and slain by the four knights of King Henry, who themselves had ere long to flee before the avenging anathemas of the Pope. But for all the details of Becket's martyrdom, of King Henry's humiliation, the particulars of the costly shrine which fifty years after was, on the 7th of July, 1220, consecrated in his honour, and the stories of the pilgrimages and jubilees of which it became the cause, the reader cannot do better than refer to those graphic "Historical Memorials of Canterbury," in which the gifted pen of the late Dean Stanley has furnished what is perhaps its proudest tribute. And in those same pages the stories of Augustine, the Apostle to the Saxons, and of Edward the Black Prince, who mirrored Norman and Plantagenet chivalry; meetly complete the records of that early union between the Church and the State which, whatever views may be current in the nineteenth century, has undoubtedly in the past afforded many a priceless contribution to that freedom of thought and that liberty of the subject which is cherished as the proudest heritage of the English people. Fuller descriptions of the cathedral and its monuments are likewise furnished in the various local guide-books to be obtained of the principal booksellers.

But while we might linger long on the connection of Canterbury Cathedral with the national story, we must perforce now turn to the building itself, and seek, although in but a cursory manner, to indicate the principal elements of the picturesque architectural design that may be traced throughout the vast building, which stands on the site of a little church founded by one Lucius, presumed to be a



CANTERBURY CATHEDRAL.

Christian ruler of the early Britons, and with the adjacent royal palace was presented by King Ethelbert to Augustine about A.D. 598. Here arose the first Saxon cathedral, which in 1011 was fired by the Danes; a similar fate, though caused by accident, befell its successor; and when Norman Lanfranc was inducted to the archbishopric by William the Conqueror, his first work was to erect in stone a stately and substantial church and monastery, which received additions from his successor, Anselm, and was greatly enriched by Priors Ernulf and Conrad, the latter of whom completed his wellknown "glorious choir;" while Archbishop Ralph raised the wondrous "Angel Steeple;" the entire building being dedicated on the 4th of May, 1130, when the elaborate ceremonial was attended by numerous members of the English and Scotch nobility. Another devastating fire in 1174 again brought a disaster that resulted in a complete reconstruction of the choir under the direction of William of Sens and his successor, the English William, who finished their work in 1184, and unitedly have left us one of the finest existing examples of the transition from Norman into the bold, yet elegant, mouldings and other details of the Early English period. Beyond the south-west porch, the choir-screen, the Warrior Chapel, and sundry portions of the Chapter House, little save minor additions and adornments was undertaken until the latter end of the fourteenth century. Archbishop Sudbury then commenced the erection of a new nave, and his work, continued by Prior Chillenden during the prelacies of Courtenay and Arundel, has resulted in the fine Perpendicular details that are such marked characteristics of the later portions of the sacred edifice; their, in more senses than one, "crowning glory" being the magnificent central tower, completed by Prior Goldstone.

The foregoing outline will furnish some idea of the peculiar architectural charm that lingers around the glorious fane of Canterbury, where we may witness in one building examples of the various styles current from the Conquest to the Reformation-a period of nearly five hundred years—the older portions being the Norman crypt and the towers of St. Anselm and St. Andrew. long and lofty choir (only forty feet in width) is, as we have before mentioned, a remarkable instance of the change that culminated in the graceful Pointed arch, and also for possessing some of the earliest instances of stone groining; while the Trinity Chapel, the eastern termination known as Becket's Crown, and a portion of the undercroft belong to the same era. Although the cathedral does not comprise many remains of the Decorated period, yet some fine features of the style are visible in the exquisite choir-screen of Prior d'Estria, the Warrior Chapel, the western transepts, the south-west porch, and the arcades of the Chapter House, also noteworthy for its elaborately-carved oaken roof. The south-west tower and porch, the noble nave, the Dean's Chapel, and portions of the cloisters, with the previously-named Bell Harry Tower, are fine specimens of Perpendicular design. The north-west tower is a skilfully-rebuilt example of the Decorated style, raised during the

present century.

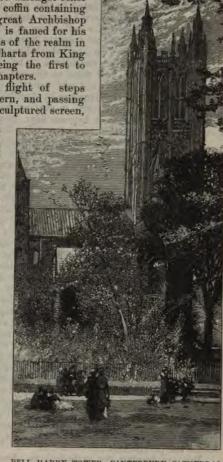
The general proportions of the cathedral are those of a doublecross, having an interior length of 512 feet, of which 189 feet are absorbed by the nave and 180 feet by the choir. The western or great transepts have a length of 124 feet, and the eastern or choir transepts are 154 feet from north to south. Including their pinnacles, the western towers attain a height of 156 feet; and the pinnacles of the central tower are 249 feet from the ground. Probably the best general view of the building is to be gained from the Christ Church Gate; while from the tranquil pleasaunce of the Benedictine monastery, now known as the Oaks, are some charming glimpses of Becket's Crown and the ruins of the old monastic buildings. A picturesque prospect of Bell Harry Tower may be obtained from the Green Court, around which are grouped the spacious Deauery, the King's School, several prebendal residences, and the plantation, where stands the exquisite Baptistery, a small ivy-mantled building of Norman and Perpendicular work, embracing minute architectural details of great beauty. Another feature of much interest is the Norman staircase leading to the King's School.

Entering the cathedral by the handsome Decorated porch, we shall doubtless feel impressed by the vast expanse of the lofty and well-lighted nave, with its long vista of white columns, painted windows, and numerous monuments, over some of which hang the tattered colours of gallant British regiments. Through the north aisle we now approach the north-west transept, perhaps better known as the "Martyrdom," its pavement being the only remaining relic of the scenes associated with Becket. Here we should note a doorway affording access from the venerable cloisters that form a stately quadrangle of 144 feet, bounded by bays of open and mullioned tracery, and remarkable for their beautifully-groined roof, which comprises hundreds of heraldic bosses. Along this paved avenue, which yet communicates with the Chapter House, and was formerly the way to and from the Archbishop's Palace, hurried the prelate and his attendant monks on that eventful evening of his murder; and along the same court, but from another direction. hasted his armed assailants, Reginald Fitzurse, Richard le Bret. William de Tracy, and Hugh de Moreville. From this transept is an entrance to the Deans' Chapel, which has acquired its title from the numerous memorials that here commemorate various worthy

leaders of the Cathedral Chapter, On the opposite side of the fabric, from the south-west transept, we may enter the Warriors' Chapel, where amongst other costly tombs is a stone coffin containing the remains of the great Archbishop Stephen Langton, who is famed for his alliance with the barons of the realm in wresting the Magna Charta from King John, and also for being the first to divide the Bible into chapters.

Ascending a lofty flight of steps under the central lantern, and passing through the chastely-sculptured screen,

we find ourselves within the gorgeous yet beautiful choir, its clustered columns bathed in mellow light from numerous near or distant windows, of which those that illuminate the clerestory are probably the more noteworthy. Here are the archiepiscopal throne; elegantly-carved stalls, the handiwork of Grinling Gibbons; a splendidly - designed stone pulpit; and numerous tombs, principally commemorating the primates of the fourteenth and fifteenth centuries. The magnificent organ is under the control of Dr. Longhurst, composer of the celebrated oratorio "David and Absalom." North and south of the choir are entrances to the eastern transept, the former or north-eastern transept



BELL HARRY TOWER, CANTERBURY CATHEDRAL.

containing the marble monumental tomb of Archbishop Tait, surmounted by a recumbent effigy of the late prelate, sculptured by Mr. Boehm, R.A. The Audit Room; the Treasury, containing several ancient charters; and the Prebendal Vestry, formerly St. Andrew's Chapel, are situated in this part of the building; and a corridor leads to the modern Library, stored with valuable volumes, and of especial note for its collections of Bibles and manuscripts. Turning into the south-east transept, once a site for the altars of St. John and St. Gregory, we shall doubtless notice the Chair of St. Augustine, by tradition considered to be the throne of the early kings of Kent, and now used at the enthronisation of the archbishops. Passing eastward, we see the Chapel of St. Anselm, screened from the main structure by Archbishop Meopham's elegant tomb; and overhead perceive a grating, indicating the position of the watching-chamber in bygone days, occupied by a monk who

guarded the accumulated treasures of Becket's Shrine.

We are now at the foot of another flight of steps leading to the celebrated area of Trinity Chapel, where for centuries stood the richly-ornamented shrine-glowing with gems and precious stonesthat contained the gold coffin and relics of St. Thomas à Becket, and became the object of pilgrimages and offerings from all parts of England, Scotland, Ireland, and throughout Europe. Especially memorable were the jubilees of 1270, 1320, 1370, 1420, 1470, and 1520, some of which witnessed the assemblage of nearly one hundred thousand persons, the men and manners of these strange old-world days having found a honest and withal pleasant chronicler in quaint Geoffrey Chaucer. But in 1538 came the inevitable crash, which alike levelled the shrine and swept away its feasts, leaving naught but a few purple stones and sundry other marks in the paving to indicate the centre of that great religious movement which for so long had flourished in Canterbury. In the vicinity are still three painted windows depicting incidents belonging to the history and miracles of the long-reputed saint. Close at hand is yet to be seen the massive altar-tomb erected over the remains of the illustrious Black Prince; and from its overhanging canopy are suspended the shield, the surcoat, the crested helmet, the gauntlets, and the empty scabbard once used by the royal warrior, who expired on the 8th of June, 1376. On the northern side of this chapel is the chantry and alabaster monument to the memory of Henry IV. and Queen Joan of Navarre. Our tour round the building is now concluded at its singular eastern termination, known as Becket's Crown, where is placed the Patriarchal Chair of the Primacy, and where rest the remains of Cardinal and Archbishop Pole, the last prelate buried within the precincts of the cathedral.

But ere leaving the cathedral we should carefully inspect the



THE CHOIR, CANTERBURY CATHEDRAL.

extensive crypt, the largest in England, many portions being amongst the most ancient work to be found throughout the edifice. Within its wide area, so remarkable for its stillness and strongly-marked contrasts between light and shade, are interred several bygone occupants of the archiepiscopal chair. Here the monks first hurriedly buried the body of Thomas à Becket; and here, too, came Henry II. when he underwent that remarkable penance for his unintentional instigation of the prelate's murder. Beneath its roof are the remains of the Black Prince's Chantry; and that portion which underlies the south-eastern transept has since 1568, in the reign of Queen Elizabeth, been set aside for the worship of the Huguenot and Walloon refugees, whose descendants still attend

the French service.

We now return to Christ Church Gate, and, leaving the Precincts, proceed through Burgate Street, which runs nearly parallel with the south side of the cathedral, towards Church Street, a short thoroughfare taking its title from the parish church of St. Paul, which at its termination has on the right the wide avenue of Longport, along which we may reach the Kent and Canterbury Hospital; the East Kent Sessions House and Prison; and the ancient ivy-mantled Church of St. Martin, conjectured from historical records and vestiges of Roman remains to have been founded about the second century, and therefore to be the oldest church in England. Little doubt exists that it was used as an oratory by Queen Bertha, the consort of Ethelbert, who himself is reputed to have been baptised at the quaint font by Augustine in A.D. 597. The road to the left of Church Street, known as Monastery Street, leads to the principal entrance of St. Augustine's College. founded in 1848 mainly through the liberality of the late Right Hon. Alexander James Beresford Beresford-Hope, a son of the author of "Athanasius," as an institution for the preparation of candidates for colonial chaplaincies and missionary stations connected with the Church of England. The chapel, library, and hall are modern apartments of considerable merit; but the greater interest of the antiquarian will rest in the fine Decorated English gateway, which originally formed a portion of the great Benedictine Monastery of St. Peter and St. Paul, here raised by St. Augustine, and for many centuries the scene of a wealthy religious order, in the times of its prosperity welcoming royal and noble personages. After its disendowment at the Reformation it became a regal palace, was visited by Queen Elizabeth, and witnessed the marriage of Charles I. with the Princess Henrietta Maria.

Retracing our steps through Monastery Street and Church Street to the end of. Burgate Street, we now turn to the left, through Lower Bridge Street, and come to the Cattle Market, which is overlooked by St. George's Terrace, along which we pass to the Dane John, an expanse of beautiful public gardens that abut the old city wall, here transformed into a wide gravelled promenade, following the course of the moat, and having the remains of its ancient forts utilised as seats. This attractive spot is traversed by an avenue of limes, which find their centre at an ornamental fountain. The lawns are adorned by fine timber, shrubberies, and parterres of flowers; and amongst noteworthy features of interest are a marble sun-dial, sculptured by Mr. Henry Weekes, a native of the city; and a Russian gun taken in the Crimea. But chief amongst its spots of beauty is the lofty turf-clad Dane John Mound, ascended by sloping walks, provided with seats at its higher levels, and from its summit commanding wide-stretching prospects over the surrounding city and country-side. Within two or three minutes' walk of the Dane John are the grey walls of a keep, which are all that remain of Canterbury Castle, now inaccessible to the public.

One of the most famous educational endowments of Kent, if not of the southern counties, is that of the King's School, an ancient foundation for two masters and fifty scholars, attached to the Cathedral Chapter by Henry VIII, in 1534. It now owns numerous valuable exhibitions at Oxford and Cambridge, educates about 150 boys, and amongst its worthies has numbered such eminent men as Lord Chancellor Thurlow; Lord Chief Justice Tenterden; Robert Boyle, the great Earl of Cork; the famous Dr. Harvey, who discovered the circulation of the blood; Christopher Marlowe the dramatist; and a long roll too numerous to mention. Another educational foundation of national interest to members of the Church of England is that of the Clergy Orphan School, which accommodates about 100 boys, and occupies a delightful and healthful site on St. Thomas's Hill. The Middle Class Schools in the White Friars, and Kent College, are also valuable scholastic institutions. In St. Peter's Street is the School of Science and Art, which is affiliated to South Kensington, and occupies the birthplace of the great cattle painter. Mr. Thomas Sidney Cooper, R.A., who has most liberally erected the building at his own expense, and transferred it with an endowment to the control of the civic authorities.

Canterbury is remarkable for its parish churches, which are fourteen in number, and are respectively dedicated to St. Alphege, All Saints, St. Dunstan, St. George the Martyr, St. Gregory, Holy Cross, St. Margaret, St. Martin, St. Mary Bredin, St. Mary Bredman, St. Mary Northgate, St. Mildred, St. Paul, and St. Peter. Amongst the places of worship owned by Nonconformist bodies are churches for the Baptists, Brethren, Congregationalists, Countess of Huntingdon's Connection, Friends, Primitive Methodists, Presbyterians, Roman Catholics, Unitarians, and Wesleyans. There is



THE DANE JOHN, CANTERBURY.

also a Jewish synagogue. Amongst numerous charitable foundations we should note St. John's Hospital, Boys Hospital, East Bridge Hospital, and Cogan's Hospital for the widows of clergymen.

The headquarters of the municipal government is at the Guildhall, an unpretentious building, principally of interest for its portraits of civic celebrities and benefactors, and a small collection of ancient armour. Nearly opposite, in Guildhall Street, is the Museum and Free Library, which is supplied with a reading-room. The city is well furnished with accommodation for public meetings, shows, and entertainments, the more noteworthy places of assembly being the Agricultural Hall and the Assembly Rooms, both in Rhodaus Town; the Music Hall, in St. Margaret's Street; St. George's Hall, in St. George's Street; and a capacious modern theatre, in Guildhall Street. The East Kent Club and the Canterbury Club are both situated in St. George's Street, where is also the Corn and Hop Exchange. In High Street is the General Post Office. The business establishments are usually closed early on Thursdays; and Saturday is the weekly market day. Banking is conducted by Messrs. Hammond, Plumptre, Furley. Hilton, and McMaster, and a branch of the London and County Banking Company. It may be helpful to the tourist to know that many details of interest may be gleaned from an excellent and recently-published work, entitled "Rambles round Old Canterbury." At the railway station are a letter-box, a postal telegraph office, bookstalls, and refreshment-rooms. Omnibuses and cabs meet all trains. The leading hotels are the "Fountain," the "Rose," and the "Fleur de Lis."

The local press is represented by the Canterbury Press, the Canterbury Journal, the Kentish Chronicle, the Kentish Gazette, the Kent Herald, the Kentish Observer, and the South-Eastern Gazette.

Any notice of Canterbury would be far from complete without reference to the short branch of railway which, extending in a northwesterly direction through Blean Forest, communicates with that primitive little seaport and healthful watering-place Whitstable-on-Sea. This line of six miles, designed by Mr. Thomas Dixon, an assistant of George Stephenson, is one of the oldest in the kingdom; and since its affiliation with the "South Eastern Railway" in 1846, has proved of considerable value in the transit of coal and other products landed on the quays of the Company's harbour. But undoubtedly its greater popularity is connected with the extensive excursion traffic which, during the summer months, is conducted between Canterbury and Tankerton Beach, a delightful stretch of pebbly strand, washed by the waves of the North Sea, and supplied with bathing-machines, boats, and accommodation for simple al

fresco refreshments. One of the principal attractions is the Street, a natural pier accessible at low water, and extending for three-quarters of a mile seaward. A railway ride of but fifteen minutes, and exceedingly moderate return fares, have tended to make Whitstable a most favourite resort for bathing and day trips to the seaside. The local services are also in direct connection with fast trains from and to Charing Cross, Cannon Street, and London Bridge. Ere passing onward we should, in noticing the high epicurean repute enjoyed by "Whitstable natives," mention that the extensive fisheries for this tasteful bivalve are under the exclusive control of the "Incorporated Company of Oyster Dredgers," whose members are composed of hereditary freemen taking up the privileges of their birthright on attaining their majority. The "Bear and Key" is the principal hotel.

After a brief pause at Canterbury, the express continues its course through the Stour Valley, and leaving the station affords an excellent view of the cathedral. Very soon to the left are the ancient parish church of Hackington; and the ancestral mansion of Hales Place, formerly a seat of the Hales family, but now with additional buildings known as the Jesuit College of St. Mary, which here affords accommodation for some three hundred pupils, the majority of whom come from France. STURRY, the next station, is within a short distance of Fordwich, the river-port of Canterbury, and some six miles from Herne Bay, a small and pleasant watering-place. Onwards through the marsh pastures of the Stour we perceive Fordwich Church, about a mile to our right; and presently pass close to the village of Westbere, on the opposite side of the line, nearly three miles from GROVE FERRY, where the Stour runs parallel to the railway. This station, which is a favourite destination with boating parties, also serves the agricultural parishes of Chislet, Sarre, and Stourmouth, and is the nearest point on the "South Eastern" for Reculver, an interesting seaside village, formerly a Roman station, then the seat of a palace inhabited by Ethelbert, King of Kent, and later still a site for St. Mary's Abbey; but although these

have now passed away, mostly through the encroachments of the sea, their memory lingers in the familiar legend connected with "The Sisters," two towers preserved as sea-marks by the Trinity House, and visible in the left distance.

Crossing the Little Stour or Wantsum (in mediæval days of far greater proportions), we enter the Isle of Thanet, a rich expanse of arable land, hop-gardens, and pastures, extending over an area of 26,000 acres. On our right flows the Greater Stour; and the villages of Sarre and Monkton are to the left as we speed to MINSTER JUNCTION, near the splendid collegiate church of St. Mary, an edifice of great antiquity, containing many fine remains of the Norman and Early English periods. Here in the seventh century was founded a nunnery, which afterwards became noted for the piety of its second abbess, St. Mildred, whose holy life was only surpassed by the miracles reputed to have been wrought by her after her death. Not far distant is an old mansion, known as Minster Abbey, incorporating portions of a manor-house that once belonged to the monks of St. Augustine's Priory, Canterbury. Minster Junction, where is a refreshment-room, is of considerable importance as the point of exchange for passengers to Sandwich, Deal, and Walmer. The branch line thence turning southward through the levels of the Stour, affords wide views on our left over Pegwell Bay, and the shallow sheet of water known as Sandwich Flats, which marks the estuary of the Stour. Here at Ebbsfleet, during the fifth century, 1 anded Hengist and Horsa, with their hordes of followers, who became founders of the English kingdom; and the same spot, in A.D. 597, witnessed the arrival of St. Augustine, who soon, with the sanction of Ethelbert, founded the national church; while within three miles we may perceive the ivyclad ruins of Richborough Castle, a grey monument of the days when Britain was subject to the imperial rule of Rome.

But our southern run of ten minutes has brought us to that most ancient of the Cinque Ports,

SANDWICH.

Fares-1st, 16/-; 2nd, 11/3; 3rd, 6/6. Return-1st, 24/-; 2nd, 17/2; 3rd, 10/6.

57 miles from Hastings. Quaint old-world Sandwich—in the Middle Ages one of the most flourishing seaports in England—has



THE BARBICAN, SANDWICH.

since the latter part of the fourteenth century, from the slow but sure silting up of the harbour, gradually declined from its high maritime position, and is now principally noteworthy as the centre of an agricultural district, and especially for the rich character of its wide grazing levels. The weekly corn market, held on Wednesday, and a fortnightly cattle market on alternate Mondays, are well attended by neighbouring farmers, on whom the trade of the town is mainly dependent. Within a short distance are excellent golfing links reputed to be amongst the best in England, and forming the headquarters of the St. George's Golf Club, which already numbers between three and four hundred members.

The principal architectural features of nineteenth-century Sandwich are the handsome parish churches of St. Peter, St. Clement, and St. Mary the Virgin, wherein may be found various unique examples of early Gothic work, and numerous memorials to the wealthy merchants and other residents of the mediæval town. The old walls have been transformed into turfed banks, forming a broad promenade lined by trees; and the Barbican is one of the few remaining gates. In Potter Street is the General Post Office. Banking is conducted by branches of the London and County Banking Company and the National Provincial Bank of England. The "Bell" is the leading hotel.

Leaving Sandwich, we speed over some four miles of marshy pastures, and successively arrive at

DEAL AND WALMER.

Fares-1st, 16/10; 2nd, 11/10; 3rd, 6/10. Return-1st, 25/8; 2nd, 18/-; 3rd, 11/-

61 miles from Hastings. These salubrious seaside parishes, so remarkable for their low death-rate, and highly recommended by the medical profession as a health-resort, form one of the most pleasant wateringplaces on the Kentish coast, their marine front, some two miles in length and overlooking the well-known anchorage of the Downs, being supplemented by an attractive countryside; while those who are partial to high seas, and need a somewhat bracing climate, may depend on deriving both pleasure and benefit by a visit to Deal and Walmer. The purely marine interests of the district are centred in Lower Deal and Lower Walmer; Upper Deal and Upper Walmer mostly comprising suburban residential villas. An iron promenade pier, opened in 1864, is reached from the esplanade, and every facility is afforded for bathing and boating. A few miles from the shore extend the dangerous Goodwin Sands, about ten miles in length and two in width, being marked by lightships at their northern and southern boundaries.

Although of some historical note as one of the reputed landingplaces of the Romans, Deal, described by old Leland as "a fisher village," appears to have acquired but little notoriety for over a decade of centuries, having been overshadowed by the maritime importance of Sandwich, but was remarkable for a temporary success of the Pretender, Perkin Warbeck, in 1495; and during the reign of Henry VIII. was selected as the site for three defensive fortifications—one, known as Deal Castle, yet remaining as a substantial evidence of Tudor military work; while the sister but ruined stronghold of Sandown Castle, not far distant northward, is principally of interest for the imprisonment of Colonel John Hutchinson, a brave and devoted Puritan officer, who was confined here until his death in 1664, the story of his life and sufferings having formed the subject of a touching memoir penned by his devoted wife. But possibly an even greater interest in its association with the later annals of our country attaches to the neighbouring Castle of Walmer, now the official residence of the Lord Warden of the Cinque Ports, which for twenty-three years was annually visited by the great Duke of Wellington, and was the scene of his death

THE FLAG TOWER, WALMER CASTLE.

on the 14th of September, 1852. During the latter portion of 1842 it was honoured by a lengthy visit from the Queen.

Deal and Walmer are well supplied with churches and chapels; but the majority of these, although possessing certain details of architectural merit, are of modern date. In addition to edifices owned by the Church of England, the Baptists, Congregationalists, Primitive Methodists, Roman Catholics, and Wesleyans each possess spacious places of worship. In the Town Hall are portraits of William III. William IV., and a learned literary lady

—Mrs. Elizabeth Carter, a native of Deal, who was born in 1717, and earned considerable fame by her translation of Epictetus. A small but excellent library and reading-room are connected with the Carter Institute, located at St. George's Hall. The Public Rooms are situated in Park Street, where also is the General Post Office. Banking is conducted by the Deal and Walmer Trading Bank and a branch of the National Provincial Bank of England. Since 1881, when railway communication was opened to Dover, a through service of trains has been supplied between Shorncliffe and Folkestone to Ramsgate and Margate, calling en route at Dover, Deal, and Sandwich. Deal station is supplied with a letter-box and

bookstall on the up platform. The "Royal" and the "Black Horse" are the leading hotels.

The press is represented by the Deal Chronicle, the Deal

Mercury, and the Deal Telegram.

Returning to Minster Junction, we now resume our journey over the direct line to St. Lawrence, Ramsgate, and Margate, passing onward close to the memorable scenes of Ebbsfleet, mostly through cuttings in the chalk, and at intervals gazing on our right over the blue waters or yellow sands of Pegwell Bay, until, after a run of some three miles, we pause at St. Lawrence station (for Pegwell Bay), serving a fashionable residential district, noteworthy for its ancient and handsome parish church. Here, too, are East Cliff Lodge, the marine seat of the late Sir Moses Montefiore; also the Hereson Synagogue, Hebrew Theological College, and almshouses founded through the munificence of the deceased baronet. After the examination of tickets the train leaves the loop line that connects with the Margate branch on our left, and steams onward to

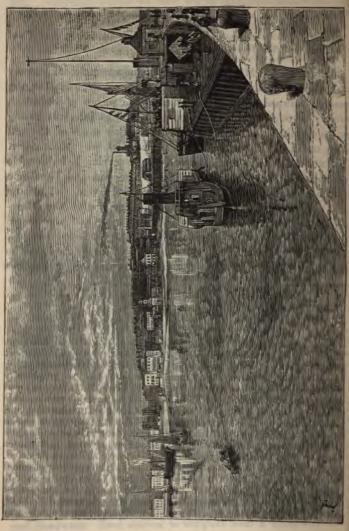
RAMSGATE

(For Broadstairs and St. Peter's),

Fares-1st, 15/-; 2nd, 10/6; 3rd, 6/2. Return-1st, 22/6; 2nd, 16/-; 3rd, 10/-.

56 miles from Hastings, 16 from Canterbury, and 4 from Margate. The favourite residential watering-place and prosperous seaport of Ramsgate, although but recently incorporated as a municipality, has from its southern aspect and splendid sands, so graphically portrayed by the gifted brush of Mr. W. P. Frith, R.A., long enjoyed considerable popularity with those in search of a mild and equable climate combined with excellent facilities for good sea-bathing, and yet within easy distance of London. Whilst the fashionable season extends from July to September, yet it may practically be said to last throughout the year; for even in the spring, autumn, and winter months, when the majority of marine resorts are well-nigh deserted, a fair number of health-seekers and those that appreciate genial atmospheric conditions will be found to have taken up their abode at Ramsgate. Probably the principal factor in its commercial prosperity has been the magnificent harbour, commenced in 1749, and originally constructed under the direction of Smeaton, who was





ST CLARE COLLEGE,

WALMER, KENT.

Bend Master:-The Rev. E. C. D'AUQUIER, M.A.

Clare College, Cambridge,

One of the Examiners to the Intermediate Education Board for Ireland, 1880-1886; late Head Master of the South Eastern College, Ramsgate,

WITH A FULL STAFF OF ASSISTANT MASTERS (GRADUATES).

MHE COLLEGE is intended to provide to high-class families a sound education based on the principles of the Church of England.

The premises are situated in a delightful spot, very close to the sea, and when the additions now being made are completed, will contain capital teaching and boarding accommodation, chapel, sanatorium, detached infirmary, playroom, laundry, gymnasium, tuck-shop, work-shop, &c.

The whole stands in 14 acres of well-timbered and beautiful grounds (surrounded by a cycle path), in which are the cricket and football fields, tennis courts, &c. Excellent opportunities are offered for sea-bathing. Safe boating can also be had, if desired. The sanitary arrangements are perfect.

The bracing and healthy climate of Walmer is well known. Careful attention is given to the physical development of the boys. Every endeavour is made to unite as much home comfort as is practicable with the discipline of a school. All the household arrangements are under the personal superintendence of Mrs. D'AUQUIER. Daily religious instruction throughout the school is given by the Head Master.

The secular course of instruction includes the following subjects:-

Reading, Writing, and Dictation. English Grammar, Analysis, and Composition.

Physical and Political Geography. Ancient and Modern History. English Language and Literature.

Arithmetic. Algebra, Geometry, & Trigonometry.* Natural Philosophy and Chemistry. Elements of Physical Science. Latin and Greek.*

French. Class Singing.

Drill and Gymnastics (under a fullyqualified instructor), 2s. 6d. per term each.

* The standard of advanced Classics and Mathematics in the higher forms is intended to fit candidates to compete for open Scholarships in either subject at the Universities or elsewhere.

For Tuition ...

FOR TULLION per term £10 0 0 Board , 15 0 0 Washing , 1 1 0 Medical Attendance per annum 1 1 0

The School year is divided into three terms—Michaelmas, Lent, and Easter. Each term will consist of about 13 weeks.

The pupils are prepared for the Oxford and Cambridge Local Examinations, London University Matriculation, Preliminary Law and Medical, the Army, and the Universities....

(Arrangements are made every term to provide an escort for pupils to and from London.)



THE LONDON WESTERN RAILWAY.

THE SHORT, QUICK, & DIRECT ROUTE

LONDON and the WEST OF ENGLAND. SOUTH and NORTH DEVON,

For PLYMOUTH, TAVISTOCK, DARTMOOR, LAUNCESTON, HOLSWORTHY, BUDE, and the NORTH OF CORNWALL, ILFRACOMBE, WESTWARD HO! BARNSTAPLE, EXETER, EXMOUTH, and SIDMOUTH, via SALISBURY and YEOVIL. All Trains convey Third Class Passengers.

This Railway runs through the most beautiful scenery in SOUTH AND NORTH DEVON, the SOUTH WESTERN COAST, the ISLE OF WIGHT (via Portsmouth Harbour), STOKES BAY, SOUTHAMPTON, and LYMINGTON. Also between LONDON and THAMES VALLEY.

FAST and EXPRESS TRAINS between LONDON (Waterloo Station)

AND

PORTSMOUTH. GOSPORT. STOKES BAY. SOUTHAMPTON. LYNDHURST ROAD (For the New Forest). LYMINGTON. CHRISTCHURCH. BOURNEMOUTH. DORCHESTER. WEYMOUTH. SALISBURY. YEOVIL.

AXMINSTER. SEATON. SIDMOUTH. EXETER. EXMOUTH. BARNSTAPLE. BIDEFORD.

LAUNCESTON (for the North Coast of Cornwall), ILFRACOMBE, PLYMOUTH, and DEVONPORT.

Through communication between the South Eastern and South Western Railways, via Waterloo Junction, and via Guildford.

Tourist Tickets are issued during the Summer season by all trains, available for two months, to the ISLE OF WIGHT, SOUTHAMPTON, WEST OF ENGLAND, ILFRACOMBE, LAUNCESTON, TAVISTOCK, PLYMOUTH, DEVONPORT, BUDGE, EXETER (for Dawlish Torquay, &c.), EXMOUTH, SUDMOUTH, SEATON, WEYMOUTH, BOURNEMOUTH, SWANAGE, CORFE CASTLE, WAREHAM, AND DORGHESTER.

Also to the CHANNEL ISLANDS, JERSEY, GUERNSEY, and to FRANCS, HAVRE, HONFLEUR, TROUVILLE, ST. MALO, GRANVILLE, CAEN, and CHERBOURG, for two months, and to PARIS for one month; also for a tour through BRITTANY and NORMANDY. Holders of Tourist Tickets are allowed to break their journey at several stations ar route, and visit at their leisure places of interest in the vicinity. The Holders of First and Second Class ordinary tickets between London and Exeter and places west thereof, are also allowed, both in summer and winter, to break their journey at Exeter, Yeovil, Sherborne, and Salisbury, and proceed the next day, an arrangement which conduces largely to the comfort of invalids and others to whom a lengthened railway journey is objectionable.

THE SOUTH WESTERN COMPANY'S MAIL STEAMERS.

The largest and best-fitted in the Channel Service, sail frequently and regularly between Southampton and Havre, for Paris, Rouen, Oaen, Honeleur, Thouville, Deauville (the cheapand favourie route); st. Maio, for Dinard, St. Perental, N. Avranches, Rennes, Brest, Nantes, Laval, Le Mans, Argues; Cherbourg, for Valognes, Carentan, St. Lo, Bayeux, Coutances; and to the Channel Islands, Waterloo Station.

Jersey and Guernsey, daily.

WATERLOO STATION, July 8th, 1889.

CHARLES SCOTTER, General Manager.

succeeded by the talented Rennies, the result of their united efforts affording one of the finest seaports of the south, and the only harbour of refuge in the vicinity of the Downs. In addition to the water area of some fifty acres, and the extensive dry dock, available to the mercantile marine, the massive stone breakwaters, having an aggregate length of 1,900 feet, afford extensive and delightful promenades, which are much used by visitors. At the land end of the eastern pier is a granite obelisk, erected to commemorate the embarkation and landing of George IV., in connection with his visit to Hanover in 1821; while the western extension is marked by a

lighthouse.

The approach from the railway station to the harbour is through Chatham Street and Harbour Street, the latter gradually descending between two ranges of cliffs that here border the "port" or "gate to the sea. Each district of Ramsgate has its own peculiar advantages; but probably the more aristocratic and residential portion is that which extends along the West Cliff, its elegant villas, terraces, and squares commanding thence a magnificent sea-view, which is likewise enjoyed from the adjacent cliff esplanade; while the East Cliff, or Granville Marina, with the palatial "Granville Hotel" and long lines of attractive residences having grand marine prospects, affords access to the sands, here bordered by a range of ornamental shops and an assembly room. The light iron pier which stands at the base of these cliffs extends over five hundred feet seawards. The principal baths are situated on the West Cliff. Amongst the numerous excellent educational establishments for which the town is remarkable, we should mention the handsome buildings of the South Eastern College, within easy reach of the "South Eastern" railway station; and Chatham House School possesses similar advantages. There are also several high-class schools for young ladies.

Ramsgate is well furnished with public buildings, assembly rooms, and libraries. The places of worship belonging to the Church of England are the spacious parish church of St. George's; the ecclesiastical district churches of Holy Trinity and Christ Church; also St. Mary's, a chapel-of-ease. Ample accommodation is afforded by the Nonconformist churches, including chapels for the Baptists, Congregationalists, Primitive Methodists, Roman Catholics, and Wesleyans. Undoubtedly the town owes its greatest architectural ornaments to the long residence of that gifted master of Gothic architecture Mr. A. Welby Pugin, who in the elaborate pile of St. Augustine's Roman Catholic Church has left one of the finest examples of his genius. Near this splendid edifice on the West Cliff is a Benedictine monastery, a college, and other buildings belonging to the order.

which also has the control of the adjacent observatory. Amongst the more noteworthy charities of the seaport are the Sailors' Home and the Smack Boys' Home. In connection with the share of Ramsgate in the story of the sea, its fine lifeboat the "Bradford," presented by inhabitants of the great Yorkshire town, has been distinguished by several gallant rescues of ill-fated crews wrecked on the fatal Goodwins. Banking is conducted by Messrs. Hammond, Plumptre, Hilton, Furley, and McMaster, and a branch of the National Provincial Bank of England. The General Post Office is in High Street. Intending residents or visitors will find that Messrs. Vinten and Son, of 72, High Street, may safely be consulted as to the best furnished and unfurnished houses in Ramsgate and its neighbourhood—their professional experience, extending over half a century, having resulted in their appointments as agents for the principal owners of property.

During the summer season the "South Eastern Railway" provides numerous local services to and from Margate; also a series of trains for Sandwich, Deal, Walmer, Dover, Folkestone, and Shorneliffe; while trips to Canterbury and Hastings are available over the main line to Cannon Street and Charing Cross. The railway station is supplied with a letter-box, a postal telegraph office, a bookstall, and refreshment-rooms, all of which are on the departure platform. Omnibuses and cabs attend the trains. The leading hotels are the "Granville," the "Royal," the "Royal Albion," and the "Bull and George," Broadstairs, a pleasant watering place easily reached from Ramsgate, has excellent accommodation

at the "Grand Hotel."

The press is represented by the Kent Argus, the Kent Coast Times, and the Thanet Advertiser.

Leaving Ramsgate Station, the express rapidly proceeds northward, and after a short run, accomplished in about eight minutes, reaches its terminal point,

MARGATE

(For Westgate-on-Sea),

Fares-1st, 15/-; 2nd, 10/6; 3rd, 6/2. Return-1st, 22/6; 2nd, 16/-; 3rd, 10/-.

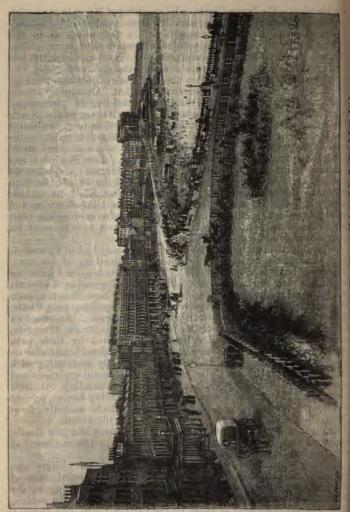
60 miles from Hastings, 20 from Canterbury, and 4 from Ramsgate via the "South Eastern Railway." Margate, according to Professor Airey, "has a larger number of hours of sunshine, a less rainfall, and a more even temperature than any other seaside town in the three kingdoms;" and quoting from a brochure issued by Mr. John Baily, pharmacist, we find this remarkable scientific testimony ably though tersely supported by one of the highest medical authorities of

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the kingdom-Sir James Clark-who, speaking of Margate as a health resort, describes it as "unequalled." Little need be added to such a consensus of reliable evidence beyond a few words as to the site and surroundings of this popular Kentish sanatorium, which, through the well-sustained enterprise of a liberal municipality, has during the last decade undergone such extensive and costly improvements as to bring it into the first rank of marine wateringplaces within a day's excursion from London. Occupying a wellnigh unique position on the northerly coast-line of picturesque Kent, Margate, looking out upon the endless leagues of the North Sea, owns a remarkably invigorating climate, and its semi-peninsular position in the Isle of Thanet brings within a few miles southward the waters of the English Channel, while a short drive eastward extends towards the North Foreland. Few English towns can claim so marked a seaside character as Margate; and when we add that its westerly boundary is furnished by the fertile hopgardens, pastures, and breezy corn-lands of East Kent, we venture to conclude that it possesses an exceptional sum-total of marine and rural attractions. During the last quarter of a century the town has also attained high repute for the number and excellence of its educational establishments.

Possibly the best general idea of Margate may be had by a stroll to the seawards and highly ornamental termination of its timehonoured but recently-improved jetty, whence we may gain an admirable view of the white chalk cliffs extending eastward towards the jutting headlands of the Foreness or Long Nose Point, whence the coast trends in a south-easterly direction, by Kingsgate Castle, the North Foreland, and Broadstairs, to Ramsgate. Westward on our right the shore-line stretches past Garlinge Church, Westgate, and Birchington to the Reculvers, distinguished by their twin spires, forming a familiar sea-mark. Between these boundaries lie long lines of shining sands—the light iron jetty contrasting with Rennie's substantial stone pier, the gay and pleasant esplanade and marine drive, the lofty cliff promenades commanding extensive views, and the clustered masses of hotels, boarding-houses, private residences, and business establishments which unitedly form Margate during these later days of the nineteenth century. Turning northwards we may now view the famous Margate Roads, sheltered on the north-west by Margate Sands, ofttimes a scene of shipwreck calling for the services of the lifeboat.

Amongst favourite resorts with the thousands of visitors who annually, from June to October, throng the cheerful area of Margate, are those wind-swept walks which, commencing at the Fort, a well-known point of fashionable assemblage on the eastern cliffs, extend for a long distance by the Clifton Baths, and through



THE MENTS II LEADING MANISTER CLEANING PROPERTY OF LORISON LANDS



JOHN BAYLY,

Auctioneer and Estate Agent,
THE AUCTION MART,
53, HIGH STREET, MARGATE.

Grocery & Provision Establishments

HIGH ST., QUEEN ST.,

And FORT CRESCENT, MARGATE. [26



MODES PARISIENNES.

F. J. Bobby, The Margate Draper,

Has the largest Assortment of Medium and High-Class Goods in the District.

Show-rooms for Millinery, Mantles, Costumes, Underclothing, and Baby Linen.

WORK-ROOMS FOR MILLINERY, DRESSES, AND MANTLES.
All Goods marked at Cash Prices.

65 & 67, HIGH ST., 2 & 5, QUEEN ST., MARCATE.



BAILY'S PHARMACIES,

MARGATE.

26, ETHELBERT ROAD, CLIFTONVILLE; 3, THE PARADE, HARBOUR.

Under the Immediate Personal Superintendence of

JOHN BAILY,

(Author of "A Physician's Pharmacopæia"),

PHARMACEUTICAL CHEMIST

(LATE OF CLAPHAM ROAD AND HAMPSTEAD, LONDON),

Manufacturer of Select Preparations and Chemicals.

Prescriptions prepared according to Foreign and Homœopathic
Pharmacopœias. [30]



MARGAME.

Royal York Hotel.

This unique and inexpensive Hotel, facing the Sea, is renowned for its comfort and excellence. Its Apartments, Appointments, Cuisine, and Commodities, are high-class.

TABLE D'HÔTE, BATHS, BILLIARDS, &c.

THE "RUBY" BUVETTE.

G. W. REEVE, Proprietor, [33]

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the aristocratic suburb of Cliftonville to the eastern station of the Margate Coastguard; while those whose fancies lead them nearer the "wild waves" may, starting on the sheltered and lower levels of the Parade near the pier, the jetty, and the Marine Baths, traverse the Marine Terrace and the Royal Crescent, terminating at Sea View, thus availing themselves of a coast promenade covering nearly three thousand feet. It is almost needless to remark that in addition to the natural delights of the seashore—such as bathing, boating, fishing, and excursions by steamer—visitors who desire to participate in various forms of amusement will find an almost inexhaustible programme of entertainments at the handsome Royal Assembly Rooms in the Cecil Square and the modern well-appointed theatre. Thousands also frequent the Marine Palace and the Hall-by-the-Sea; and the curiosities of the Grotto are likewise of interest.

Amongst the remains of ancient Margate, the fine parish church dedicated to St. John the Baptist well deserves a visit. The sacred edifice was restored in 1875, but retains many traces of its original Norman, Early English, and Perpendicular details, in addition to several old monuments and curious brasses. The churches of Holy Trinity and St. Paul's also belong to the Church of England; while the Nonconforming bodies here possessing more or less costly places of worship are the Baptists, the Congregationalists, the Countess of Huntingdon's Connection, the Primitive Methodists, the Roman Catholics, and the Wesleyans. Margate is somewhat famous for the magnificent institution of the Royal Sea-Bathing Infirmary, which, having been founded in 1791, has nearly completed a century of existence. Through the munificence of Sir Erasmus Wilson, the vast building has received considerable additions, and now provides accommodation for 250 patients, the entire establishment having a high medical character for its successful treatment of scrofulous Another admirable charity is the Deaf and Dumb Asylum, which since 1875 has formed a seaside branch of the parent institution founded during the latter part of the last century in Old Kent Road. Shaftesbury House, one of the seaside homes in con. nection with the Young Men's Christian Association, owns a commanding position in the Marine Terrace, and contains an extensive series of comfortably-furnished and well-appointed apartments. The principal business thoroughfare is the High Street, where are several private libraries and reading-rooms, in addition to those in Northumberland Road, the Marine Drive, and Paradise Street. Banking is conducted by Messrs. Cobb and Company and a branch of the London and County Banking Company. In Cecil Square is the General Post Office. Those who are seeking residences in and around Margate may consult Mr. John Bayly, who publishes a

monthly list of properties, which may be obtained at his offices in

the High Street.

Margate enjoys excellent railway communication with London by means of the "South Eastern Special Express," a well-appointed train which in two and a quarter hours lands its passengers at Cannon Street or Charing Cross—in the heart of the City or West End. Frequent trains also afford access to Ramsgate, Sandwich,



THE NORTH FORELAND, NEAR MARGATE.

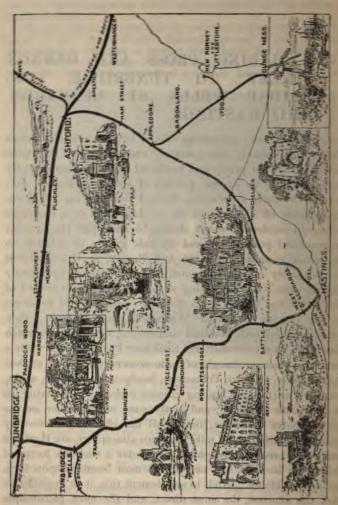
Deal, Walmer, Dover, and Folkestone; also to Canterbury and Hastings. The railway station, which stands on the sea-front, is provided with a letter-box at the entrance; and a postal telegraph office, a bookstall, and a refreshment-room are on the general platform. Omnibuses and cabs attend all trains. The "Cliftonville," the "Royal York" (an old-established, high-class, and comfortable hostelry), and the "White Hart" are the leading hotels. The "Beach House Hotel" is at Westgate-on-Sea and within easy reach of Margate.

The press is represented by Keble's Margate Gazette, the Thanet

Free Press, and the Thanet Guardian.

IV. — CHARING CROSS AND CANNON STREET TO TUNBRIDGE, TUNBRIDGE WELLS, ST. LEONARD'S, AND HASTINGS.

Amongst the many attractions offered by the "South Eastern Railway," probably the greatest, and certainly the most beneficial, are its pretty and healthful watering-places, mostly reached within an express journey of some two hours. For, beyond the mere satisfaction derived from having an extensive choice of destinations for a day's trip or a summer's holiday, considerable stress should be laid upon the peculiar geographical position enjoyed by this system in relation to the coast counties of Kent and Sussex, providing almost every variety of climatic conditions within a comparatively limited area. Thus, starting with the northern seaboard of Kent, we find that "South Eastern" metals afford us access to the bracing shores of Whitstable and Margate; then rounding the North Foreland and coming southward we reach Ramsgate, in a more sheltered nook near Pegwell Bay; while a somewhat stronger draught of tonic ozone may be gained at Deal and Walmer. Dover, Folkestone, Sandgate, and Hythe, again, possess a warmer yet bracing climate under the sheltering lee of the South Foreland; and lastly, some miles further, on the sunny shores of Sussex, amidst all the charms conferred by genial vegetation and a mild southern atmosphere, are Hastings and St. Leonard's, throughout the winter a veritable haven of delight for invalids, and one of the most beautiful spots for a summer residence. And, to supplement this, it is remarkable that the shortest, the most direct, and the most picturesque



MOUTE MAP HI. -TUNBHIDGE TO ASHIVORD AND HASTINGS.

route thither from London emanates from Charing Cross and Cannon Street, and proceeds by way of Tunbridge Wells, one of the oldest of aristocratic inland watering-places.

Presuming that we undertake our journey by one of the special expresses which travel without pause from London to St. Leonard's, and complete their transit within ninety minutes, we rapidly speed over the main line via Chislehurst and Sevenoaks to Tunbridge Junction, where our train, turning off southwards, presently passes through Tunbridge Wells, and reaches Frant, a small station on the boundaries of Sussex, which now opens out in a succession of entrancingly romantic landscapes—steep slopes of tree-clad hills contrasting with wide stretches of meadows and hop-gardens—as we hasten onwards to the populous village of Wadhurst, whence an omnibus in connection with the principal trains proceeds three times daily to and from Ticehurst. It is also served from the next station—Ticehurst Road.

Through a wide acreage of grass-lands and hop-gardens, by substantial farm-buildings, and numerous oasts, we next come to ETCHINGHAM, with its parish church, a fine Decorated structure, standing to the right of the station. About five miles distant on the Kentish border is the ancient village of Hawkhurst, owning a handsome Gothic parish church, and having in its vicinity several residential mansions. Here is Babies' Castle, a charming charity for the support of one hundred infants, conducted under the beneficent and wise administration of Dr. Barnardo, and supported by voluntary contributions, as are other branches of his admirable institutions for the relief of destitute children at Stepney Causeway. A conveyance runs thrice daily between Etchingham and Hawkhurst. Little more than two miles further southward we clear ROBERTS-BRIDGE, a village on our left, some four miles distant from the parish of Bodiam, of considerable interest for the moated ruins of Bodiam Castle, a perfect remain of a fourteenth-century fortress.

Traversing some miles we next perceive on high land to our right the little market-town, ancient church, and old abbey gateway of BATTLE—a name, with its memories of bygone days, instinct with interest to the student of history.



THE GATEWAY, BATTLE ABBEY.

Here in 1066, over this hilly range and its adjoining plain, was fought that memorable battle of Senlac or Hastings which sealed the future fate of England; here was raised the palatial pile of St. Martin's Abbey, by which the Conqueror sought to commemorate his victory and mark the spot where fell his rival, Harold; and here, during later centuries, ecclesiastics raised those costly buildings which, although mostly in ruins,

speak of times when "builders wrought with greatest care each minute and unseen part," and especially is this the case in the splendid gateway, a perfect example of fourteenth-century work. The estates are now owned by the Duke of Cleveland, and the ruins are open to the public on Tuesdays. The parish church is of considerable antiquity, and contains many interesting monuments. Within five miles westward is the noble mansion and grandly-timbered deer-park which belong to the Duke of Ashburnham, who here preserves some relics of Charles I., bequeathed by an ancestor who was loyally devoted to the Stuarts. At Catsfield, about three miles from Battle, and commanding magnificent views, is the splendid modern seat of Normanhurst, the home of Lord Brassey, who each Tuesday generously permits free access to his valuable collections of pictures, sculpture, and tapestry. After passing Battle the express continues its southern course by Tolham Hill; then presently pauses at WEST ST. LEONARD'S, a conveniently-situated station for the western suburbs; and, joining the coast line, proceeds through St. LEONARD'S (Warrior Square) to

HASTINGS AND ST. LEONARD'S,

Fares-1st; 14/-; 2nd, 10/-; 3rd, 5/04. Return-1st, 21/-; 2nd, 15/6; 3rd, 10/1.

621 miles from Charing Cross, 99 from Reading, 261 from Ashford, 47 from Dover, 60 from Margate, and 40 from Canterbury. The ancient borough and Cinque Port town of Hastings is one of the most frequented of modern watering-places, charmingly situated on the seaboard of Sussex, and within easy reach of most delightful rural scenery. Many centuries have passed since the little fishing village of the first Saxon settlers gradually became recognised as a convenient landing-place on the southern English coast; and to this peculiarity, combined with its nearness to Normandy, Hastings undoubtedly owed its connection with the most decisive event of our national history. Although the landing of the Normans in 1066 was at Pevensey Bay, and the subsequent battle of Hastings occurred some seven or eight miles distant, yet the latter significantly takes its title from the seaport, whence the Duke of Normandy issued his first proclamation to the people of Britain, and where he afterwards erected one of those baronial



HASTINGS, FROM THE EAST CLIFF.

strongholds which, scattered throughout England, became formidable evidences of the new régime. As the acknowledged premier Cinque Port, Hastings shares in all the hereditary privileges and honours that are associated with this ancient institution for the national defence.

Since the days of Elizabeth, who in 1588 granted the

original charter of incorporation, Hastings has held on its way more as a fishing-town than a seaport, for the later encroachments of the sea have, while affording facilities for safe and pleasant bathing, considerably prejudiced its use for shipping of heavy tonnage. Undoubtedly the present popularity of this favoured spot as a place of high-class residence and also as a matchless sanatorium is greatly due to the many attractions presented by a picturesque and sheltered site, an exceptionally mild and salubrious climate, and all the supplementary advantages that are derived from an excellent sanitary system under a Local Board of Health, which ensues efficient drainage and an abundant supply of pure water. But beyond all other natural attractions, the peculiar atmospherical conditions of the neighbourhood have unquestionably

An Easy Shave.

A. S. LLOYD'S

EUXESIS,

For SHAVING without SOAP, WATER, or BRUSH,

AND IN ONE-HALF THE ORDINARY TIME. Soothing to the most irritable skin. Invaluable to Travellers.

In pliable tubes, price 1s. 6d. (post free), by AIMEE LLOYD, 3, SPUR ST., LEICESTER SQUARE, LONDON.

N.B.—In purchasing at Chemists', Perfumers', or Stores, ask for the Widow Lioyd's Euxesis, and observe her signature, "Aimée Lloyd," in Red Ink across Labels. Refuse all others. (53

THE INCOMPARABLE SMELLING SALTS,"

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Of great value in the Sick Room.

The best companion at Church, Chapel, Ball, Theatre, or any heated assembly.

Bottles, 1s., 1s. 6d., 2s., and 2s. 6d. Postage free.

Cleanses, strengthens, and promotes Growth of Hair, removes Scurf, and produces healthy action of Skin.

A SUPERIOR

BATH & SHAVING SOAP.

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BAUER'S "HEAD (AND BATH) SOAP."

A Summer SHAMPOO at Home

The "BABY'S SOAP." Registered Title.

A superior mild Soap for

BABIES, CHILDREN, & ADULTS with tender skin.

The Infant's First Skin being naturally very delicate and tender, this

Mild Soap should be used in every Nursery.

Delicately Perfumed, and imparts the fragrance of VIOLETS.

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Every Wednesday, price One Penny.

WORK

An Illustrated Magazine of Practice and Theory for all Workmen, Professional and Amateur.

Issued also in MONTHLY PARTS, price 6d.

In the pages of "Work" will be found a clear, practical exposition of methods to be followed in every Art, Craft, and Science that bears directly or indirectly on Handiwork of a Constructive or Decorative Character, the directions being tersely and comprehensively given.

In addition to setting forth by description in the pages of "Work" distinctly and in detail What to Do, and How to Do it, with regard to every subject treated, each paper that requires it is freely illustrated with Sketches, Diagrams, or Working Drawings to Scale, of the articles and processes described. This of itself will render the Magazine invaluable both to the workman and amateur.

To give a list of the Handicrafts and Trades on which "Work" gives instruction would be simply to catalogue every kind of constructive and decorative work.

The Illustrations that appear in "Work" are new and original. The Magazine is printed in clear and legible type, and the size of the page is 12½ in. by 9 in., thus giving ample scope for bold illustration, that is absolutely necessary for all publications of a Technical character.

CASSELL & COMPANY, LIMITED, LUDGATE HILL, LONDON,

caused it to occupy a well-nigh unique position amongst the seaside towns of Sussex, seeing that we have here three distinct changes of climate, described in a local authority as "the mild of the seafront, the more bracing of the inland, and the extremely bracing and invigorating of the surrounding hills." Indeed, from well-substantiated observations, we conclude that Hastings enjoys a really remarkable preponderance of sunshiny days; also a freedom from the colder and more searching winds; while the vast expanse of occan affords ample security for cool and refreshing breezes during the sultry days of an English summer, when many less favourably

situated places are well-nigh unbearable.

Leaving the Castle Station and passing down Havelock Road, we come to the Albert Memorial Clock Tower, a handsome Gothic design surmounted by an ornamental chiming clock. On the southern side, in a niche, stands a finely-sculptured statue of the late Prince Consort; and to the east is a drinking-fountain of polished granite. To our right stretches the wide thoroughfare of Robertson Street, the principal business centre of the town. which, by the way, is exceedingly well supplied with good shops. A somewhat unique business establishment, indeed one of the most curious shops in the county, will be found in Trinity Street. Known by the fanciful name of the "Seaweed Shop," it is devoted to the sale not only of these beautiful plants of the ocean, but contains an assortment of marine curiosities from every part of the world, including a variety of ornamental and useful articles, all alike being made from seaweeds. A card in the window invites an inspection of this interesting collection, which occupies about a quarter of an hour. Queen's Road, on our left, where are the Gaiety Theatre. and the Municipal Buildings, leads onward to the Alexandra Park. Immediately ahead is a fine open square, where stands the Queen's Hotel, and across which we reach the splendid sea-front, a magnificent stretch of well-paved promenade extending for three miles, lined with handsome hotels, boarding-houses, and residences.

Eastward, ranged at the foot of the cliffs, are the primitive houses and narrow streets of old Hastings, now the centre of the fishing interest, which employs about one hundred smacks. Here during certain seasons the Fish Market presents a most animated and busy scene, especially at the time of Dutch auctions following the landing of large catches of fish. On the heights stand the grey fragmentary ruins of Hastings Castle. Westward from the Marine Parade extend the Carlisle and Grand Parades, the latter communicating with the Marina, that furnishes a wide and substantial seafrontage to St. Leonard's-on-Sea, which commences at the archway marking the termination of Hastings, although these have long since merged into one spacious and well-appointed watering-

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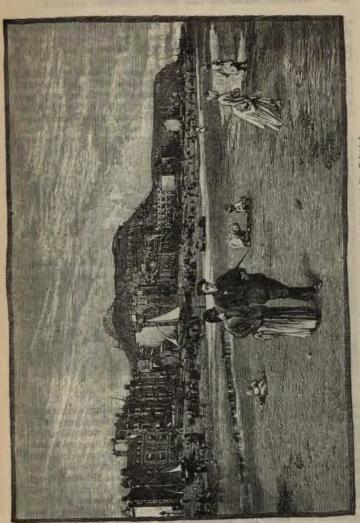
place. St. Leonard's, which in many senses may be considered the principal residential portion of the town, owes its origin to the enterprise of the late Mr. Decimus Burton, the well-known architect. Amongst the more noteworthy features of the Parade are the really fine Pier, the magnificent and well-appointed White Rock Baths, and the numerous superior family hotels, which occasionally present some striking architectural design in the long line of buildings.

In passing we may mention that ere long St. Leonard's will likewise possess a remarkably handsome pier, extending to a considerable distance seawards, and provided with every modern attraction. Immediately opposite to its site, and overlooking the English Chanuel is the well-known and old-established "Royal Victoria Hotel," which has been honoured with the patronage of the Prince and Princess of Wales, the Empress Victoria, and other royal personages, and also for many years has been visited by several members of the aristocracy. In every respect the appointments of the hotel are both high-class and most comfortable; the coffee-room, the ladies' drawing-room, the smoking-room, and the writing-room alike enjoying the advantages of sea-frontage. The wines and cuisine are exceptionally good, and the entire establishment is under the personal supervision of the proprietor, Mr. R. J. Reed. From the windows of the building are magnificent marine views, the wide sweep of ocean being bounded on the east by Beachy Head, and on the west by the well-known point of Dungeness, while immediately to the rear is some of the most beautiful and picturesque Sussex scenery. The hotel is also centrally situated near to the Assembly Rooms, the St. Leonard's Club, and the Public Gardens, and forms one of the most pleasant spots for sojourn in St. Leonard's.

Hastings Pier, a remarkably elegant iron structure, where a band performs daily, has a width of forty feet, and extends nearly one thousand feet seawards. At the pier-head is a spacious pavilion, seating some fifteen hundred persons, and much used during the season for vocal and instrumental concerts and dramatic entertainments. Not far distant is the White Rock Bathing Establishment, containing superbly-fitted swimming and Turkish baths, also private bath-rooms, where can be had the various medicated applications recommended by the Faculty. The entire building, completed at a

cost of £60,000, was opened in 1878 by Lord Brassey.

Foremost among the marine attractions of Hastings we should place the extensive beach, and also the far-reaching sands. Lovers of boating and yachting will find abundant provision for their amusement; and bathing can be enjoyed from the numerous machines at any state of the tide. High on the West Hill stand the remains of the castle, which are scattered over their original



HASTINGS SANDS. (From a Photograph by Frith and Co., Reigate.)

site, now laid out as ornamental gardens, adorned with shrubs and flowers, and containing numerous seats, from whence we may appreciate an entrancing view over the wide waters of the English Channel.

Amongst the chief architectural features of Hastings are the recently-erected Municipal Buildings, which with their council chamber, mayor's parlour, law-courts, and other offices, were provided by an expenditure of £20,000. Nearly opposite is the hand-somely-designed elevation of the Gaiety Theatre and Opera House.



THE MARINA, ST. LEONARD'S-ON-SEA.

most elaborately fitted, well decorated, and seating over twelve hundred persons at the numerous dramatic performances which are provided during the season. Continuing our walk along the Queen's Road, we next pass the Cricket Ground, an open space of nearly six acres, where are played many of the principal local matches. If, instead of turning aside to the right for the Castle Hill, we proceed directly ahead, we shall come to the exceedingly picturesque and well-planted grounds of the Alexandra Park abounding in pleasantly-laid-out walks, and numerous sheets of ornamental water stocked with various kinds of water-fowl. Provision is also made for lawn-tennis and croquet parties. At the

Swiss Châlet is St. Andrew's Spring, a mineral water highly recommended by doctors. Amongst the various educational institutions of the neighbourhood we should speak of the Hastings Grammar School: and the School of Science and Art, an elegant Gothic building, furnished with a spacious reading-room and reference - library. the institution in its entirety having been presented to the borough through the munificence of Lord Brassev. The banking establishments are those of Messrs. Beeching and Company, the Capital and Counties Bank. and the London and County Banking Company. In Queen's Road is the General Post Office: a similar office will be found at King's Road, St. Leonard's. A weekly corn market is held on Saturday, and Wednesday is an earlyclosing day.

Hastings and St. Leonard's are well provided with places of worship, the two principal churches being All Saints', an ancient Early English and Perpendicular structure, containing several



THE GATEWAY, HURSTMONCEAUX CASTLE.

quaint and interesting memorials; and St. Clement's, an old but recently-restored building in the High Street. The more modern churches comprise St. Mary in the Castle, Holy Trinity, St. Andrew's, St. Leonard's, Emmanuel, and Christ Church, in Hastings; while St. Leonard's, St. Paul's, St. Peter's, Christ Church, St. Mary Magdalene, St. Matthew's, and St. John's will be found in St. Leonard's. The Baptists, Congregationalists, Calvinistic Independents, Presbyterians, Roman Catholics, and Wesleyans

have excellent chapels.

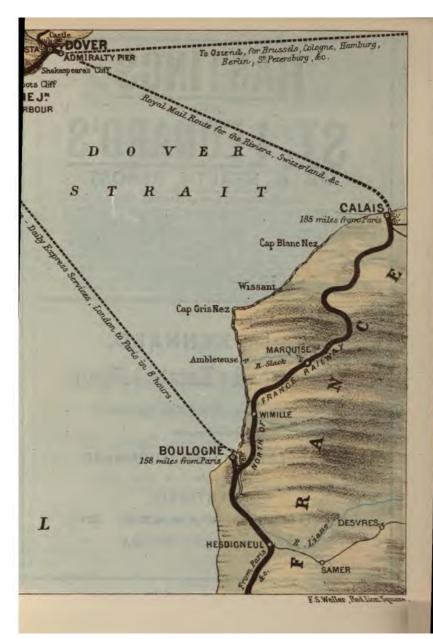
Amongst the greater attractions of Hastings and St. Leonard's, next to the ever-enjoyable occupations or recreations of lounging, bathing, fishing, and yachting, the charming rural rambles within easy reach deserve much commendation. Indeed, few seaside towns can offer such matchless gems in glen and woodland scenery, such commanding vantage-points for entrancing prospects over land and sea, or such an endless series of healthful and picturesque excursions. Probably the more noteworthy destinations are the famed and ever-romantic Lovers' Seat, the stately heights of Fairlight Down, the exquisitely pretty Dripping Well, the Ecclesbourne Valley, and the East Cliff, whence we may obtain a most comprehensive view of the clustered buildings and long shore-line of the twin watering-places.

Farther afield we may avail ourselves of road or rail for the grey ruins of Battle Abbey, raised by William the Norman to commemorate his victory over the Saxon Harold; Normanhurst Court, the magnificent modern seat of Lord Brassey; Ashburnham Park, the ancestral home of Earl Ashburnham; Pevensey, reminding us of ancient Rome and the invincible legions that first raised its castle; Hurstmonceaux, the proud remains of bygone mediaval glory; Winchelsea, with its vestiges of wealthy ecclesiastics; Bodiam Castle, a moat-encircled ruin; and Camber Castle, a seaside stronghold of

the sixteenth century.

The Castle Station is provided with a letter-box, a postal telegraph office, a bookstall, and two refreshment-rooms. Omnibuses and cabs meet all trains. The leading hotels are the "Queen's," "Alexandra," "Royal Victoria," "Palace," "Grand," "Eversfield," "Royal Saxon," "Albany," "Marine," and "Albion." The "Castle," "Green's," and the "Royal Oak," are family and commercial hotels. The Hastings Hydropathic Establishment is in Old London Road.

The press is represented by the Hastings and St. Leonard's Advertiser, the Chronicle, the Express, the Independent, the News, the Observer, the Times, the Advertiser, and the Gazette.



ASTINGS

Health Congress held at Hastings, 1889.

The many attractions that Hastings and St. Leonard's can offer to residents and visitors were prominently brought before the notice of the public by the meetings of the Health Congress of 1889, which was held in the month of May, under the presidency of Benjamin Ward Richardson, Esq., M.D., F.R.S., I.L.D., F.S.A., and was attended by nearly all the leading sanitarians of the day.

In a well-written paper from the pen of J. C. Savery, Esq., M.R.C.S., L.S.A., and inserted in the "Official Guide to the Health Congress" (published for the Committee), that gentleman eleverly and clearly proves three important points in favour of Hastings and St. Leonard's:—

"1. That Hastings is warmer in winter than most other places.

3. That Hastings is cooler in summer than most other places.

3. That Bastings has a less daily range than most other places.

Every information respecting residential properties can be obtained of Mr. J. D. Kennard. of the Grand Parade, St. Leonards.

J. D. KENNARD, House * and * Estate * Agent,

Every particular concerning Furnished and Unfurnished Houses.

COMPLETE HOUSE FURNISHER

AND

UNDERTAKER.

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ST. LEONARD'S-ON-SEA.

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ST. LEONARD'S HASTINGS

AS A HEALTH RESORT.

Health Congress held at Hastings, May, 1889.

Referring to the paper read by Dr. Henry Colborne, meteorologist for the Borough of Hastings, at the Health Congress of 1889, and reported in the Hasting and St. Leonard's News, we read, "Speaking generally, the south coast of England cripts the greatest amount of bright sunshine, and Hastings amongst the sunniest of all the places on the maintaine, and Hastingson amongst the sunniest of all the places on the maintaine places in England, and there is a diminution in the hours of sunshine as one goes westward. The sunshine recorder at Eastbourne invariably registers less than Hastings during the year, and that at Southbourne (near Bournemouth) less than the one at Eastbourne."

WILLIAM SLADE, Pianoforte and Music Stores,

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A large Stock of Pianos, by the best Makers, for SALE OR HIRE, at lowest prices.

* EXTENSIVE + MUSICAL + LIBRARY. * EXPERIENCED TUNERS. [56

HASTINGS

AND

ST. LEONARD'S

AS A HEALTH RESORT.

Health Congress, held at Hastings, May, 1889.

The Hastings and St. Leonard's News, in its excellent report of the Health Congress of 1889, in referring to the able speech of W. A. Greenhill, Esq., M.D. Oxon, says, "Special reference was made at the close of the paper to the great sanitary improvements carried out in a large and liberal spirit by the Hastings Corporation, to the services rendered by the Sanitary Aid Society. . . . and to the progression of Hastings in the future as one of the health resorts of the kingdom."

BREEDS & Co.'s, Pale Ales and Stout, THE HASTINGS BREWERY.

Brewery and Head Office: HIGH STREET.

Telephone No. 40.

Branch Office:

38, ROBERTSON STREET.

Telephone No. 39.

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ST. LEONARD'S HASTINGS

THE THIRD

AS A HEALTH RESORT.

Health Congress, held at Hastings, May, 1889.

Referring to the able report of the Health Congress in the Hastings and St. Leonard's Observer, it may be remarked that Dr. Henry Colborne, in concluding his exhaustive paper upon "The Meteorology of Hastings," says, "On the whole we are very much blessed, and have consequently very much to be thankful for in our beautiful climate—the main requisites for the preservation and, perhaps, restoration of health we possess. A temperate and comparatively even climate, open and bracing, more than our share of bright stunshine (Nature's head physician), and a liberal rainfall—the most efficient of all sanitary officers."

THE ROYAL VICTORIA HOTEL, St. Leonard's-on-Sea.



MHIS Hotel is situated in the best part of St. Leonard's, commanding uninterrupted Sea Yiews, with Beachy Head to the West and Dungeness to the East. The facilities for Sea Bathing are unrivalled, and the country at the back forms one of the most beautiful Assembly Rooms, St. Leonard's Club, and the Public Gardens.

COFFEE ROOM, ELEGANTLY FURNISHED LADIES' DRAWING ROOM, WRITING AND SMOKING ROOMS.

(ALL FACING THE SEA.)

The Hotel has been favoured with Royal patronage, and will be found most comfortable in every respect
POSTAL AND TELEGRAPHIC COMMUNICATION IN THE HOTEL. TARIFF ON APPLICATION. [50]

HASTINGS

AND

ST. LEONARD'S

AS AN EDUCATIONAL CENTRE.

The many undeniable testimonies borne by members of the highest medical authority, have led to the selection of Hastings and St. Leonard's as a centre for education. The climate is peculiarly suited to those of delicate health, and particularly for children coming from the Colonies, whose welfare requires especial care. There are very many schools in the neighbourhood for both young ladies and boys, and some of these are of a really high class order, possessing the advantages of favourable position, excellent buildings, home-like character, good recreation grounds, and a large staff of masters with a comprehensive curriculum.

HIGHBURY HOUSE SCHOOL,

ST. LEONARD'S-ON-SEA.

Boys received from Six to Eighteen years of age.

The School is divided into three separate departments: The Upper and Middle Schools under a staff of Seven Resident Masters, and the Preparatory School under the care of Ladies.

Classics, Mathematics, Modern Aanguages, and Thorough English Taught.

A spacious Gymnasium on the premises, to which there has recently been added a Carpenter's Shop and a Chemical Laboratory. Delicate Boys or Boys from the Colonies requiring a mild climate, receive the greatest care.

The Sons of Visitors received for short periods.

For Prospectus apply to

MRS. DUFF, the Lady Principal. [77

V.—CHARING CROSS AND CANNON STREET TO GRAVESEND AND PORT VICTORIA FOR SHEERNESS; TO STROOD; AND TO MAIDSTONE.

HITHERTO our journeys have been taken amongst the residential suburbs of south-eastern London; to the more distant attractions of Paris and the principal Continental cities; or by pleasant rural towns and villages, towards the fashionable watering-places that abound on the Kentish seaboard. Our present departure by the well-known "North Kent" line will lead through a thriving agricultural district, remarkable not only for its immense growth of vegetables, fruit, and hops, but also for the extent of its manufacturing and shipping interests, and its associations with the military and naval defences of the country. Although we have previously noticed the populous industrial centre of Greenwich; the important headquarters of the artillery and engineering services at Woolwich; the busy little towns of Erith, Dartford, and Northfleet; and the important maritime station of Gravesend, we should not forget that they lie on our route. We may mention that the line from London to Gravesend was completed in July, 1849; was extended by way of Strood to Maidstone in 1856; received its latest development in the "Hundred of Hoo" line, which since 1882 has, via Port Victoria, afforded access to Sheerness; and is promised further facilities in the rapidly-approaching completion of a short branch from Strood to the great naval and military population of Chatham.

The special "Maidstone Expresses" daily leaving Charing Cross, Cannon Street, and London Bridge, usually travel without stopping, via New Cross, to St. John's; after which the "Mid Kent" and the main line to Sevenoaks, Folkestone, and Dover successively diverge to the right ere the trains reach the residential suburb of Lee; and speeding thence through pleasing pasture, arable, and woodland scenery, pass the pretty villas of Eltham, New Eltham, Sidcup, Bexley, and Crayford, en route to Dartford. At this point the express is joined by passengers who have come over the northern section via Spa Road, Deptford, Greenwich, Maze Hill, and Westcombe Park to Charlton Junction; and also by those who through Lewisham Junction and Blackheath have reached the same destination; both divisions, while proceeding thence to Dartford, passing Woolwich Dockyard, Woolwich Arsenal, Plumstead, Abbey Wood, Belvedere, and Erith.

Quitting Dartford, we cross the Darenth, with a view of the ancient church and town on our right, and soon pause at Greenhithe, where are moored the *Chichester* and *Arethusa*, providing a nautical training for two hundred deserving boys, while a higher-class naval course is supplied on board the *Worcester*. In this neighbourhood, and in the vicinity of Northfleet, are Portland cement, chalk, lime, whiting, brick, and chemical works; shipbuilding yards also employing numerous hands; while the shipping interest is the staple support of Gravesend, where passengers for Sheerness via Port Victoria exchange carriages.

We will now briefly notice the course of the "Port Victoria" train, which proceeds along the main line until about three miles from Gravesend, when it takes an independent north-easterly course to CLIFFE, in Saxon times a place of much importance, and now near some modern fortifications, and the interesting ruins of Cooling Castle, an old fortress of the Cobhams; Sharnal Street is now passed before reaching our terminal pier, Port Victoria, whence ferries in connection with the trains steam across the Medway to

STROOD. 315

SHEERNESS.

Fares by Cheap Train- , 5/9; , 4/3; ,, 2/9. Return-1st, 12/-; 2nd, 9/-; 3rd, 5/-. Fares by Cheap Train- , 5/9; ,, 4/3; ,, 2/9. , 9/-; ,, 6/4; ,, 4/4.

42 miles from Charing Cross. The busy seaport and royal dockyard of Sheerness, a Government establishment at times employing nearly two thousand hands, occupies a strongly-fortified position on the north-western coast of the Isle of Sheppey, is governed by a Local Board of Health, is well drained, and abundantly supplied with water. During later years that portion of this salubrious town known as Sheerness-on-Sea has, from its accessibility and natural attractions, become an exceedingly popular watering-place, owning several well-built terraces on the sea-front, and from its delightful beach overlooks the busy waters of the Nore. Countless charming excursions lie in various directions throughout the island, which extends over more than 22,000 acres. Long rambles over the steep chalk cliffs, bathing, boating, fishing, and other marine amusements are also available. Members of the Church of England are supplied with two places of worship, and good provision also exists for the Bible Christians, Congregationalists, Jews, Primitive Methodists, Roman Catholics, and Wesleyans. The General Post Office is in High Street, where is also a branch of the London and County Banking Company. The leading hotels are the "Fountain" and the "Royal."

Returning to Gravesend, we continue our journey thence over the main route to Maidstone, and speeding onward pass the little church of Chalk on our right, then clear the chalk cliffs of Higham, and soon enter a long tunnel, emerging with a distant view of Rochester, its castle and cathedral, ere we stop at

STROOD

(For Rochester and Chatham),

Fares-1st, 4/6; 2nd, 3/2; 3rd, 2/3. Return-1st, 6/9; 2nd, 5/-; 3rd, 3/7.

7 miles from Gravesend. Strood, a manufacturing district on the northern bank of the Medway, is most generally associated with the city and fortified port of Rochester, which for some distance forms the southern boundary of the river, communication between the two localities being afforded by a fine iron bridge. Adjoining Rochester on the east is Chatham, having an important dockyard and an extensive garrison; the three towns, with their suburbs,

containing a population of some seventy thousand inhabitants. Chatham is well known amongst military circles for its establishments of the Royal Engineers and the Royal Marines, with a

considerable body of infantry of the line.

Rochester, a small but substantial city of considerable antiquity. probably occupies the site of an early British village, which was succeeded by a Roman station, both being ultimately supplanted by a Saxon fortified town. This assumed additional importance during the reign of Ethelbert, who at the close of the sixth century here founded a bishopric in connection with a church and priory, which afterwards became famous for the canonisation of St. Paulinus. Although frequently desolated through intestine wars, and ravaged by the predatory Danes, the city existed until the Norman Conquest, which was signalised by the erection of a stately castle and the foundation of its cathedral. During succeeding centuries the church and fortress of the Medway became the centre of a mediæval city; underwent countless vicissitudes through siege and battle; and seriously suffered from fires. In 1201, Rochester acquired additional sanctity through the murder of a Scotch baker from Perth bound on pilgrimage to the tomb of St. Thomas à Becket, and thence to the Holy Land, whose reputed miracles not only caused his canonisation in 1256 as St. William, but brought both devotees and offerings to his shrine in Rochester Cathedral. It also shared in one of the frequent progresses of Queen Elizabeth; was visited by various members of the Stuarts; received its greatest disgrace in the near approach of the Dutch fleet, fortunately checked by the gallant defence of Upnor Castle on the 12th of June, 1667; and has at length lapsed into a quiet uneventful nineteenth-century prosperity, mainly dependent on the surrounding agricultural district, its cognate industries, and the shipping interests of the river. Perhaps its proudest memories of the present era are connected with that genial and gifted novelist Charles Dickens, who as a boy from Chatham loved to linger in the old streets of the cathedral city; as a successful man at Gad's Hill, delighted to visit the haunts of his youth; and as an author ofttimes lent his graphic pen to the praise of his favourite Kentish home, faithfully depicted in the Pickwick Papers as having "on either side the banks of the Medway, covered with cornfields and pastures, with here and there a windmill, or a distant church, stretched away as far as the eye could see, presenting a rich and varied landscape."

While the rural surroundings of Rochester afford much choice scenery, yet its major attractions lie within the city itself, where the ruins of its castle and the architectural merits of St. Andrew's Cathedral may well detain the passing visitor. Few of



ROCHESTER, FROM THE MEDWAY.

our castellated remains can for beauty of site compare with the grand pile raised by Bishop Gundulph of Rochester, and Odo of Bayeux, on the banks of the regal Medway. The great tower, a huge quadrangle of about seventy feet, and just over one hundred feet in height, affords many evidences of massive old-time masonry, its principal architectural features having evidently belonged to the state apartments, in which the old Norman arches, with their rude ornamental mouldings, are details of considerable interest. The outlines of the remaining buildings are mostly visible in the adjacent beautiful grounds, which furnish a favourite public

promenade.

Within a few steps of the castle we find that quaint, but in many respects unique, edifice, Rochester Cathedral, which, with its adjoining Benedictine priory, owed its later foundation, in 1077. to Bishop Gundulph, was mainly brought to its completion by Bishop Ernulph, and dedicated in 1230. Of this early structure, the west front, especially noteworthy for its elaborately-ornamented Norman doorway; the ancient nave, now surmounted by a Perpendicular clerestory; Gundulph's Tower, to the north of the great transept; and a portion of the crypt, are the principal remains. The next architectural era of importance occurred early in the thirteenth century, when Prior William, of Hoo, having increased his revenues by offerings at the shrine of St. William, undertook the erection of the elegant little choir, an Early English design finished about 1227. The central tower, completed in 1352, during the prelacy of Bishop John de Shepey, received additions about 1380; and the cloisters, remarkable for their situation to the south-east of the main building, were mainly raised by Bishop Hamo de Hethe during the fourteenth century. One of the finest examples of the Decorated period exists in the exquisitely-carved doorway of the Chapter House; and the Early English groining of the cathedral crypt is of remarkable excellence. The entire structure has a length of 310 feet, of which 150 feet is occupied by the nave, and the remainder by the choir, with the western and eastern transepts. Ere leaving the cathedral, we should remark that the see of Rochester has been occupied by many prelates of eminence, amongst whom were the celebrated Bishop and Lord Chancellor Walter de Merton, founder of Merton College, Oxford; Bishop John Fisher, a worthy Roman Catholic who lost his head for refusing to countenance the divorce of Queen Catherine by Henry VIII.; brave Nicholas Ridley. burnt with Latimer at Oxford on the 16th of October, 1555; and that pronounced Tory courtier and man of culture, Bishop Lewis Atterbury. In the neighbourhood of the cathedral is the celebrated King's School, a valuable educational foundation of 1544. now occupying new and considerably-extended buildings,



The principal public buildings of Rochester, in addition to those already mentioned, are the parish churches of St. Margaret's, St. Nicholas's, St. Peter's, and St. Matthew's; with chapels for the Congregationalists, Friends, Reformed Methodists, and Wesleyans; also a Jewish synagogue. At Strood are the churches of St. Nicholas and St. Mary the Virgin; and the ancient parish church of Frindsbury is dedicated to All Saints. All denominations are supplied with ample and excellent accommoda-

THE WEST DOOR.

tion in Chatham. In the High Street are the Corn Exchange and the Guildhall, where are some interesting and valuable portraits. The Castle Club, the Conservative Club. the Liberal Club. and the Rochester and County Clubs supply every requirement for residents in the city and its surround-



ROCHESTER CATHEDRAL, THE NAVE.

ings. The Rochester Church of England Institute is in Theobald Square. The London and County Banking Company and the London and Provincial Bank have branch establishments both in Rochester and Chatham. The General Post Offices of Rochester and Strood are situated in the High Street of their respective districts, and that of Chatham is at Hamond Place. Weekly corn and cattle markets take place in Rochester on Tuesday.

At Strood railway station are a letter-box, a postal telegraph office, a bookstall, and a refreshment-room on the down platform; and the up side is likewise supplied with a refreshment-room. Omnibuses and cabs meet all trains. The "Bull" and the "Crown" are the leading hotels of Rochester; and those of Chatham are the

"Sun" and the "Mitre."

The press of the district is represented by the Chatham and Rochester News, the Chatham and Rochester Observer, and the

Rochester and Chatham Journal.

Resuming our railway journey through the Medway Valley, we presently pass Cuxton, with its Portland cement works, clear Halling, and hasten to Snodland, a populous centre of the paper manufacture, and also sharing with the previous station in a large production of lime and cement.

Through an expanse of marsh meadows we now approach the luxuriant countryside that surrounds AYLESFORD, which is noted for hop-gardens and pasture farms, and also as a seat of large brick, pottery, lime, and cement works, employs a considerable industrial population. The possession of such noted Druidical remains as Kit's Coty House and "The Countless Stones" are of much interest; the geology of the district is a most entrancing study to lovers of old rocks; and the ancestral mansions of the neighbourhood tell their own tale of landed county families. Skirting the winding Medway, with a delightful view of the grey riverside remains of the Carmelite Friary founded by Richard de Grey in 1240, and now a residence of the Dowager Countess of Aylesford, we soon come to Aylesford village, surrounding its fine Gothic parish church Within a prettily-timbered park on our right rises the stately castellated mansion of Preston Hall, the noble residence of Mr.

Henry Arthur Brassey, M.A., D.L., J.P. In a few minutes we find ourselves nearing the buildings of a large town; then, after a brief pause at Maidstone Barracks (the nearest station for the Sessions House, Week Street, and the northern suburbs) for the collection of tickets, move towards

MAIDSTONE,

Pares, via Gravesend —1st, 8/-; 2nd, 5/6; 3rd, 5/3. Return—1st, 12/6; 2nd, 8/6; 3rd, 5/.

, via Paddock Wood— , 10/-; ,, 6/8; ,, 3/10, ,, 15/6; ,, 10/6; ,, 6/6.

44 miles from Charing Cross, 44 from Folkestone, 50 from Dever, 20 from Tunbridge Wells, and 81 from Reading. Amongst the more important agricultural and manufacturing centres of the home counties, a high rank may justly be claimed for the populous town of Maidstone, which occupies a healthful and picturesque site on the banks of the Medway. Seated amidst the most fertile arable land, luxuriant pastures, and beautiful hop-gardens that even Kent itself can produce, its natural position affords countless attractions; while the presence of considerable industries in the form of papermaking, brewing, and other local occupations, are valuable tributaries to its prosperity. For a long period Maidstone has acquired a wide reputation for the extent and excellence of its breweries. Of these we have a noteworthy example in the handsome buildings recently erected by the well-known firm of Messrs. Fremlin Brothers, whose family pale ales, porter, and stout-bittered entirely with English-grown hops—are in great demand, not only throughout the immediate district, but are distributed by means of two London branches, five similar establishments in the provinces, and some seventy agencies, throughout a vast area of country, its more distant outlines extending to Ostend, the Channel Islands, Paris, and Egypt. This model establishment now covers a very large acreage, and has within a few years so added to its staff that at present it provides occupation for over 250 hands.

Apart from its commercial aspect, Maidstone, as the assize town of Kent, the head of an archdeaconry, and the seat of a garrison, is also generally acknowledged to be a centre of the best county society. Over a wide radius the countryside abounds with residential seats, one of the more noteworthy being "The Mote," the beautiful residence of the Dowager Lady Howard-de-Walden; while six miles distant is Leeds Castle, the magnificent mediæval mansion of Mrs. Wykeham Martin, interesting not only for its connection with the visits of kings and the trials and imprisonments of their subjects, but as a very perfect example of the old moated fortress which during the Middle Ages was used for the purposes of residence or defence.

The ruins of the grand Augustinian abbey at Leeds, and those of the Cistercian foundation at Bexley, are also features of much interest.

Leaving the "South Eastern" railway station, and approaching the substantial stone bridge that spans the river, we gain on our right a charming view of the ancient parish church and the remains



ALL SAINTS' CHURCH, MAIDSTONE, FROM THE MEDWAY.

of All Saints' College, picturesquely grouped on the borders of the Medway, here flowing between meadows, and affording every facility for excellent boating. Crossing the bridge, we find ourselves at the foot of the broad and well-paved High Street, which ascends the hill-side, and forms a spacious thoroughfare well lined with superior shops. Amongst its principal buildings are the Town Hall and the Corn Exchange, which each Thursday is the scene of a busy market. Although Maidstone is more remarkable as a thriving ninetcenth.

century town than as a storehouse of mediaval relics, yet its vestiges of old-world buildings, such as the handsome Gothic pile of All Saints' Church surrounded by monastic remains, and the grand Elizabethan mansion of Chillington House, in St. Faith's Street, formerly the ancestral seat of the Cobhams and the Maplesdens, afford ample scope for antiquarian investigations. The latter, a fine example of an old English home, standing within beautiful ornamental grounds, contains a well-furnished suite of apartments stored with valuable collections of antiquities and curiosities, and also provides accommodation for the Public Library of some twenty thousand volumes, which, with a choice series of drawings, engravings, and pictures, mostly contributed through private munificence, are freely available to the inhabitants and visitors. It is likewise the headquarters of the Kent Archæological Society. The Parish Church of All Saints, a remarkably handsome architectural design, is quickly reached from High Street, through a narrow thoroughfare known as Mill Street. This splendid Perpendicular edifice, raised by Archbishop Courtenay at the close of the fourteenth century, was originally attached to his College of All Saints, and, though subject to an extensive restoration in 1885, yet retains the original carved oaken stalls and many memorials of considerable historical interest. On the opposite side of the road, that here descends to the Medway, are the remains of All Saints' College, originally designed about 1260, by Archbishop Boniface, as a hospital for the entertainment of needy travellers, but rather more than a century later incorporated with the collegiate foundation of Archbishop Courtenay. A fine old gateway and the prior's residence, adjoining its gardens and overlooking the river, are amongst the principal remains. Not far distant, but on the other side of the church, stands the ancient Archbishop's Palace, a substantial Tudor structure now appropriated to several public bodies, including the Government School of Science and Art, the Maidstone School of Music, the Volunteer Medical Staff Corps, the Headquarters of the Fifth Division, and the Maidstone Amateur Photographic Society.

The remaining parish churches of Maidstone are St. Faith's, St. John the Evangelist's, Holy Trinity, St. Michael and All Angels', St. Paul's, St. Peter's, and St. Philip's; while the Nonconformist churches here provided with places of worship comprise those belonging to the Baptists, Calvinistic Baptists, Congregationalists, Friends, Primitive Methodists, Roman Catholics, Unitarians, and Wesleyans. A most valuable and highly efficient educational foundation, owning five Oxford scholarships, is Maidstone Grammar School, which during the sixteenth century was established in Earl Street, but now occupies extensive buildings of modern design

situated in Tunbridge Road. The County Prison is a capacious plain stone building in Week Street, and the vast pile of the County Lunatic Asylum is situated on Barming Heath. In High Street is the General Post Office. Banking is conducted by the Kentish Bank, and a branch of the London and County Banking Company. The corn market is held on Thursday, and the cattle markets take place on Tuesday. An important hop fair occurs on the 17th of October.



LEEDS CASTLE, NEAR MAIDSTONE.

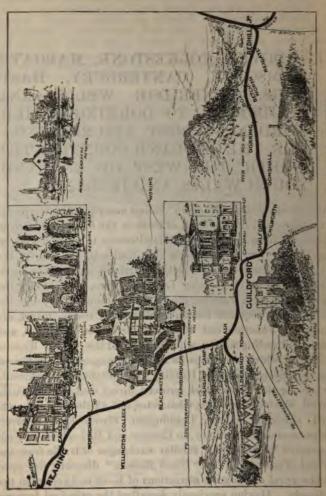
The "South Eastern" railway station in the West Borough is in direct express connection with Strood, Gravesend, Dartford, Woolwich, London Bridge, Cannon Street, and Charing Cross; also, by means of the branch to Paddock Wood, with the main-line services to Folkestone, Dover, Canterbury, Deal, Ramsgate, and Margate. Tunbridge Wells, St. Leonard's, and Hastings, Redhill. Dorking, Guildford, Aldershot, and Reading, are likewise reached via Tunbridge Junction. The railway station is supplied with a wall letter-box, a postal telegraph office, a bookstall, and refreshment-rooms. The "Star" the "Mitre," and the "Bell" are the leading hotels. An omnibus and cabs attend the principal trains.

The press is represented by the Kent County Standard, the Kent Messenger, the Maidstone and Kentish Journal, the South

Eastern Gazette, and the Tribune.

VI. — DOVER, FOLKESTONE, MARGATE, RAMSGATE, CANTERBURY, HAST-INGS, TUNBRIDGE WELLS, AND MAIDSTONE, TO DORKING, GUILD-FORD, ALDERSHOT, AND READING—FOR THE MIDLAND COUNTIES, THE NORTH, THE WEST OF ENGLAND, SOUTH WALES, AND IRELAND.

THE "South Eastern Railway" claims many peculiar territorial advantages, and not the least of these is the facility afforded to passengers from its coast and inland towns to proceed well on their longer journeys towards the Midlands, the North, the West of England, South Wales, and Ireland, without the necessity of entering or crossing London. Thus, residents in the principal Kentish watering-places can, without delay, save the few minutes required for an exchange of trains, travel via Tunbridge Junction and Redhill Junction to Guildford, and thence to Reading station, adjoining that of the "Great Western Railway," which here stops its main-line expresses. Sufficient time is usually allowed at Reading for substantial refreshments ere joining the trains which proceed direct westward to Bath. Bristol, Exeter, Plymouth, Gloucester, and Cheltenham; northward through Oxford, Leamington, Birmingham, Wolverhampton, and Shrewsbury, to Chester and Birkenhead; or via Worcester to Malvern. Similar exchanges of traffic from the "Great Western" to the "South Eastern" districts also open out the rural and marine attractions of Kent to dwellers in the Midlands. Having previously described the principal features



ROUTE MAP IV .- REDHILL TO DORKING, GUILDFORD, AND READING.

en route as far as Dorking, it now only remains for us to briefly note the stations passed on our journey to the district depicted in the accompanying route map. Presuming that we are leaving Dover or Folkestone, we soon travel to Ashford Junction, where passengers from Margate, Ramsgate, Deal, and Canterbury, with others from Rye and the Romney Marsh district, can join the main-line trains, some of which, after passing the smaller stations of the Kentish Weald, pause at Paddock Wood, for passengers from Maidstone en route to Tunbridge Junction—usually a point of exchange. Here the train is joined by a contingent from Hastings and Tunbridge Wells, and then running through Penshurst, Edenbridge, Godstone, and Nutfield, reaches Redhill Junction, thence proceeding via Reigate, Betchworth, and Box Hill to Dorking.

After quitting Dorking, the train careers through beautifully undulating rural scenery, passing Gomshall, Chilworth, and Shalford, en route to

GUILDFORD.

Fares from Dover-1st, 18/4; 2nd, 12/9; 3rd, 7/3. Return-1st, 30/9; 2nd, 21/3; 3rd, 14/6.

87 miles from Dover, 100 from Margate, and 26 from Reading. The ancient county town of Surrey occupies a healthful and delightful site, partly on the slope and partly at the foot of one of those steep escarpments of chalk which are characteristic of the North Downs. From the higher ground many of the houses command entrancing views over wide tracts of meadows watered by the winding Wey, while the surroundings, including Merrow Downs, Albury Downs, and the well-known Hog's Back, for many miles present landscapes of much beauty. One of the most prominent objects in the scene as viewed from the river is the grey ruined keep of the Norman castle that once dominated the valley, and was for a considerable period a place of residence for the Plantagenet kings.

The principal thoroughfare of Guildford is the High Street, lined with strangely-contrasting buildings, including here and there some quaint timber-fronted Elizabethan dwellings, or the elevation of plain and substantial Hanoverian homes. One of the most curious features of the town is its old Town Hall, a singular



GUILDPORD, FROM THE WEY.

erection of the seventeenth century, distinguished by a small turret and a large clock that projects over the footway. In the Guildhall may be seen some excellent portraits of Charles II. and James II., the work of Sir Peter Lely; while those of James I., William III. and his consort Queen Mary, with another of the Right Hon. Arthur Onslow, Speaker of the House of Commons

from 1727 to 1761, are of considerable interest.

With regard to ecclesiastical architecture, the capital of Surrey is neither remarkable for the number nor the imposing character of its edifices; but whether Guildford is seriously a sufferer from such deprivations is perhaps best known to its "people," who, rather singularly, seem to designate their three episcopal structures as the Low Church (being that near the river), the Middle Church (occupying a site on the hillside), and the High Church (which stands upon the higher ground)—somewhat ambiguous titles under the present shifting conditions of Anglican doctrine. The first-named of these, St. Nicholas, is especially noteworthy for its costly decorative details, in the chancel, which is paved with marble and mosaic work. In South Street is the ancient Church of St. Mary's, the oldest foundation in Guildford, mostly partaking of Norman and Perpendicular details, although much of the edifice dates from the Early English period; in the Chapel of St. John the Baptist are some quaint Finally, we should notice the parish church of Holy frescoes. Trinity, containing some interesting memorials. At Stoke, a populous suburb of Guildford, is a Gothic church of the sixteenth century, possessing memorial brasses, which will be found in the Stoughton The Nonconformist churches of Guildford are distributed between the Baptists, Congregationalists, Friends, Primitive Methodists, Roman Catholics, and Weslevans.

Probably the most imposing block of buildings in Guildford is that known as Abbot's Hospital, which stands on the northern side of the upper High Street. It was founded through the munificence of George Abbot, a native of the town, who from a humble position became an Archbishop of Canterbury. The son of a clothworker, he attended Guildford Grammar School, and thence went on to Balliol College, Oxford, holding several important posts in the University ere he was appointed to the deanery of Winchester. In 1609 he was raised to the episcopal bench as Bishop of Lichfield and Coventry, in another month was transferred to the bishopric of London, and at the close of the same year (1610) was appointed Archbishop of Canterbury, which office he held until his death in 1633. His archiepiscopate was marked by a staunch and pronounced Puritanism; his learning was evinced by the share that he took in the present authorised version of the Scriptures, having, by the request of King James, worked with the company that went through the Gospels, the Acts, and the Apocalypse; and a practical proof of his large-hearted benevolence is the handsome Jacobean pile that stands in his native town, providing a home and sustenance for several of its poor and deserving aged inhabitants. Its massive gateway bears the arms of the Archbishop of Canterbury.



THE HIGH STREET, GUILDFORD.

while the chapel contains some old portraits and two curious windows

filled with Flemish glass.

Not far distant is the old Free Grammar School, founded in 1509 by Robert Beckenham, a wealthy London grocer, whose provision was subsequently augmented and incorporated in 1550 under Edward VI. In addition to ten foundation scholarships, the school possesses two exhibitions tenable either at Oxford or Cambridge. Amongst notable men who were here educated have been George Abbot, the previously-mentioned Archbishop of Canterbury; his elder brother, Robert Abbot, Bishop of Salisbury;

another brother, Sir Maurice Abbot, who became a Lord Mayor

of London; and John Parkhurst, Bishop of Norwich.

While Guildford owns but few tangible evidences of its past history, yet it is well supplied with the usual public buildings of a modern provincial town. Clubland has its headquarters in High Street, where are the Guildford and County Club, and the Guildford and District Club. In the same thoroughfare are the Corn Exchange, also the Capital and Counties Bank, Messrs. Mellish and Company's Bank, and a branch of the London and County Banking Company. The General Post Office and the County and Borough Hall are in North Street. The Royal Surrey County Hospital, a handsome building erected on a commanding site in 1865, was raised as a memorial to the late Prince Consort. A weekly corn market is held on Saturday, and a cattle market takes place on Tuesday.

From Guildford as a railway centre lines radiate to Folkestone. Dover, Ramsgate, and Margate; to Aldershot and Reading for the "Great Western Railway;" to Horsham; also—via the "London and South Western Railway"—to Portsmouth for the Isle of Wight; to Winchester for Southampton, Bournemouth, and Weymouth; and

to Woking.

The railway station is supplied with a wall letter-box, a postal telegraph office, bookstalls, and refreshment-rooms. Omnibuses and cabs meet all trains. The "White Hart" and the "Angel" are the leading hotels.

The local press is represented by the Guildford Journal, the Guildford Times, the Surrey Advertiser, the Surrey Gazette, the

Surrey Standard, and the West Surrey Times.

The continuation of our westward route leads to Ash, whence a short branch diverges to Aldershot Town, while the main line has a station at Aldershot Camp for

ALDERSHOT.

Farcs from Dover-1st, 19/-; 2nd, 13/3; 3rd, 7/11. Return-1st, 31/9; 2nd, 22/3; 3rd, 15/11.

96 miles from Dover, 109 from Margate, and 89 from Canterbury. In 1854, the era of the Crimean War, a military camp was formed at Aldershot, which was then a fair-sized village, having an ancient Norman church. During the years that have since elapsed the place has gradually assumed the proportions of a country town, in which the military element is especially predominant. The general arrangements of the station now comprise large permanent barracks, the North and South Camps, and four churches. Amongst

the best-known buildings are the Officers' Club; the Prince Consort's, the Officers' Garrison, the Medical Officers', and the Victoria Soldiers' libraries; the Mission Hall and Soldiers' Home, a spacious and well-designed structure raised through the benevolent exertions of the late Mrs. Daniels, an untiring and devoted friend of the British soldier; and the Cambridge Hospital, probably the most imposing architectural elevation in the neighbourhood. An elegant erection, known as the Queen's Pavilion, is devoted to her Majesty's use on the occasions of her visits to and inspections of the Camp. The General Post Office of the town is in Victoria Road, and the military post-office in the K lines, South Camp.

Adjacent to Aldershot Camp are about four thousand acres of heathery common-land, which, being Government property, is available for periodical reviews. The average number of troops in garrison consists of about ten thousand men, who are drawn from all branches of the service, and include detachments from the Royal Engineers, the Royal Horse Artillery, the Royal Artillery. the various cavalry regiments, and the infantry battalions. The Camp is, by means of the "South Eastern Railway," brought into direct communication with the military districts of Dover, Canterbury, Chatham, and Woolwich; also having access through Reading with the "Great Western Railway," for the Midlands, the North, the West of England, South Wales, and Ireland. The Town Station (for the South Camp) is furnished with a letter-box, a postal telegraph office, and a bookstall; and the Camp Station (for the North Camp) is supplied with a refreshment-room. Cabs meet all trains. The "Imperial," the "Royal," the "South Western," and the "Victoria" are the leading hotels.

The press is represented by the Aldershot Camp Gazette, the Aldershot Gazette, the Hants and Surrey Times, and Sheldrake's

Aldershot Gazette.

Again moving onward we successively clear Farnborough (for Frimley), a charmingly-situated and salubrious residential district in the pine country; Blackwater (for York Town), in the vicinity of Sandhurst Military College; and Wellington College, taking its title from the neighbouring foundation school, standing within extensive grounds, and providing a superior education for the sons of deceased army officers. Our line is now joined by the "London and South Western" branch from Windsor, Staines, and Ascot, shortly before we reach the little market town of Wokingham, which is within a drive of

READING. 333

Bearwood, the charming seat of Mr. John Walter, principal proprietor of the *Times*. In a few minutes we pause at EARLEY for the examination of tickets, and then proceed to our terminus,

READING.

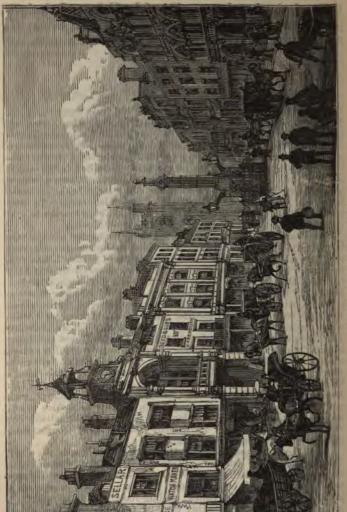
Fares from Dover-1st, 21/4; 2nd, 15/-; 3rd, 8/94. Return-1st, 34/3; 2nd, 24/3; 3rd, 17/7.

113 miles from Dover, 126 from Margate, 106 from Canterbury, 71 from Tunbridge Wells, and 99 from Hastings. Reading, the principal market-town of Berkshire, is a populous and prosperous commercial centre, seated on the banks of the Thames near its confluence with the Kennet, and has during the last quarter of a century obtained a widespread repute for its extensive operations in the biscuit manufacture, the seed trade, and the production of sauce, which, with ironworks, a tinplate factory, and other large business establishments, employ many thousands of the inhabitants. In connection with the agricultural interest a weekly corn market is held

on Saturday, and a cattle market takes place on Monday.

The earlier records of Reading tell us of its having successively been a Saxon village, a Danish settlement, and ultimately the seat of a Norman town, which during the reign of Henry I. was distinguished by the foundation of an abbey, commenced by that king in 1121 and dedicated in 1164 by the celebrated Thomas à Becket. For nearly four centuries the princely Abbey of Reading was the seat of a widespread regal, national, and ecclesiastical jurisdiction. Here was buried its royal founder; here were held frequent Parliaments during the reigns of Richard I., John, Henry VI., and Edward IV.; here were celebrated the nuptials of John O'Gaunt and those of many another Plantagenet nobleman; and here long ruled mitred abbots, with well-nigh unlimited power, until the last of their race, Hugh de Farringdon, who refused to acknowledge the king's supremacy, was summarily hanged by order of Henry VIII. During the Civil War between Charles I. and his Parliament, each party struggled hard for the possession of this Berkshire town; and at the time of the great plague that so sadly signalised the reign of Charles II, the Parliament and the Law Courts were alike temporarily removed to Reading.

Not far from the spacious Market Place, where is the Corn Exchange, are the handsome Municipal Buildings, containing a magnificent hall, seating some 1,500 persons. The Free Library-and Reading Room, entered from Blagrave Street, comprises a general reading-room, a ladies' reading-room, a reference library, and a lending library. Another portion of the building, approached



THE HIGH STREET, READING.

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at Cbr

READING. 335

from Valpy Street, is devoted to the School of Science and Art,

affiliated with the same departments at South Kensington.

Few provincial towns in England possess so ancient an educational foundation as that of Reading Grammar School, which dates from 1486, when Henry VII. was on the throne. For nearly four hundred years it occupied a site near the present Municipal Buildings; and during the latter part of the last century was renowned for the head-mastership of the well-known Dr. Valpy. In July, 1870, H.R.H. the Prince of Wales laid the foundationstone of the present school buildings, which with their surrounding grounds cover a site of thirteen acres.

The three original churches of Reading are St. Lawrence's, which stands on the same site as the temporary conventual church erected during the twelfth century; St. Mary's, built about 1550; and St. Giles's, to which some hundred years ago large numbers were attracted by the earnest preaching of the Hon. and Rev. W. B. Cadogan, who was on intimate terms of friendship with the celebrated William Romaine and other leaders of the great evangelical revival. In addition to the above are several district churches, and places of worship for the Baptists, Brethren, Congregationalists, Friends, Presbyterians, Primitive Methodists, Roman Catholics, and Wesleyans.

The Forbury Gardens, which extend over a considerable portion of the grounds that once belonged to Reading Abbey, are a beautiful and favourite resort for the inhabitants, being near the grey ruins of the old Abbey. In King's Meadows is a recreation-ground; the cricket-ground is close at hand; and lovers of boating and fishing can resort to the waters of the Thames and the Kennet.

Amongst the public buildings are the Assize Courts; the Royal Berkshire Hospital; and the Assembly Rooms, in Friar Street. The General Post Office is in Broad Street; and in Abbey Street are the premises of the Young Men's Christian Association; while at Devonshire House, in Castle Street, are the rooms of the Young Women's Christian Association. Banking is conducted by the Capital and Counties Bank, and the London and County Bank; also by Messrs. Simonds and Company, and Messrs. Stephens, Blandy, and Company. In connection with the commercial aspect of Reading, the immense biscuit manufactories of Messrs. Huntley and Palmer, and the extensive seed-grounds of Messrs. Sutton and Sons, are of world-wide repute.

As a railway centre Reading occupies a peculiarly advantageous position, for not only has it, by means of the "South Eastern" system, direct communication with Guildford, Dorking, Tunbridge Wells, and Hastings, but also with Folkestone, Dover, Deal, Ramsgate, Margate, and all parts of Kent. Here, too, passengers

from these districts can join the widely-extending metals of the "Great Western Railway," Reading being situated on its direct main line to Bath, Bristol, Exeter, Plymouth, and the West of England, via Swindon Junction; to Newport and Cardiff, via the Severn Tunnel; to Cheltenham, Cardiff, Swansea, and throughout South Wales, also via Milford Haven to Waterford and Cork for southern and western Ireland, via Gloucester; to Oxford, Leamington, Birmingham, Wolverhampton, Shrewsbury, Chester, Liverpool, and Manchester, via Didcot Junction; to Worcester and Malvern via Chipping Norton; and to Bala, Festiniog, Llangollen, Dolgelly, Barmouth, Aberystwith, and Central Wales, via Runbon.

The "South Eastern" railway station is furnished with a postal telegraph office and a bookstall. Cabs meet all trains. The "Great Western," the "Queen's," and the "Vastern" (temperance) are the

leading hotels.

The local press is represented by the Berkshire Chronicle, the Reading Mercury, and the Reading Observer.

Wishing our readers many a bon voyage by the "South Eastern Railway," and over the widely-stretching iron roads of its Continental compeers, we must now perforce leave them to their travels, for

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And closed, like the day;
And the hand that has written it
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